

Mails.

Intimations.

after
mealsrelieves that feeling
of fullnessCROWN
CRÈME DE MENTHE
(glaciale)WATKINS
LIMITED,
AGENTS:

66, Queen's Road Central.

Hongkong, 21st December, 1901. [714c]

GREEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT.

\$5.50 per Cask of 37½ lbs. Net ex Factory.
\$3.30 per Bag of 250 lbs.SHEWAN, TOMES & CO.,
General Managers.

Hongkong, 1st June, 1901. [10]

KELLY & WALSH, Ltd.

NEW NOVELS.

\$1.50 each.

THE ETERNAL CITY, by HALL CAINE.

MARIETTA, by F. MARION CRAWFORD.

LIGHT FREIGHTS, by W. W. JACOBS.

Hongkong, 27th December, 1901.

NEW YEAR GIFTS.

In great variety, largest selection of suitable presents in the Colony. Call and inspect our departments, you cannot fail to make a selection.

Gloves, Furs, Jackets, Capes, Leather goods, Fancy work, &c., &c.

WILLIAM POWELL, LIMITED,

28 & 34, QUEEN'S ROAD.

Hongkong, 27th December, 1901. [955c]

THE
ROBINSON PIANO COMPANY, LIMITED.

JUST UNPACKED.

A NEW SHIPMENT
OF

THE CELEBRATED

APOLLO PIANO PLAYER,

Inspection invited.

Hongkong, 22nd November, 1901. [953c]

A. CHEE & Co.

17A, Queen's Road, Central.

ESTABLISHED 1859.

FURNITURE DEALERS:
IMPORTERS OF EUROPEAN GOODS OF ALL KINDS;

Silver Plated, Glass and China Wares, Iron Bedsteads and Mattresses; Outlery and Dinner Services; Cooking Ranges and Kitchen Utensils, Aspinall's Enamels, &c., &c.

Our store is situated between the Principal Banking Institutions and Hotels in Hongkong.

Hongkong, 23th July, 1901. [777c]

Today's
Advertisements.HONGKONG SUBSCRIPTION
LIBRARY.18, Bank Buildings, Wyndham Street.
FOUNDED in 1901, by Dr. CANTLIE,
and conducted for several years by
H. E. POLLOCK, Esq., K.C.TRUSTEES:
HON. J. H. STEWART LOCKHART, C.M.O.,
G. B. DODWELL, Esq.,
R. SHEWAN, Esq.

SUBSCRIPTIONS—Payable in Advance.

\$7.50.....Per Half Year.
or
\$1.40.....Per Month.

The Library contains, in addition to Fiction, a number of Standard Works on Biography, History, Travels, &c., and Works of Reference; and it is hoped to maintain it up to date. Intending Subscribers are requested to apply to

CAPTAIN SPENCER,
Hon. Secretary and Treasurer,
Ordinance Office.
Hongkong, 28th December, 1901. [1413c]

A CHALLENGE TO ALL CHINA.

MR. BENTLEY is prepared to match an unknown against any lad in China at the Bantam-weight limit 8 stone, 4 pounds, from One hundred pounds sterling (£100), or upwards under the following conditions:—
1.—Twenty rounds of three minutes duration.
2.—Four ounce gloves to be used.
3.—The ring to measure sixteen feet.
4.—Men to weigh in at 4 P.M. on day of contest.
5.—Should either man exceed the above weight he will forfeit all money deposited.
6.—Match to come off in Hongkong on Thursday, Friday or Saturday, January 23rd, 24th or 25th, 1902.
No other terms will suit. All offers of purses to be made before above date. Failing a suitable purse, will box for the stakes.
WILLIAM H. BENTLEY,
(Backer).[Note.—Mr. Bentley has deposited twenty sovereigns with us as an earnest of good faith. All challenges to be sent to this office. Ed.,—H.K.T.]
Hongkong, 20th December, 1901. [1364c]

NOTICE OF REMOVAL.

I BEG to inform my Patrons and Public Generally that I have REMOVED my Stores from No. 13 to No. 5, D'AGUIAR STREET.

H. RUTTONJEE,
5, D'Aguiar Street.
Hongkong, 27th April, 1900. [34]Today's
Advertisements.

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

NOTICE is hereby given that an EXTRA-ORDINARY GENERAL MEETING of this Company will be held at the COMPANY'S OFFICE, No. 14, Des Voeux Road, Central, Victoria, in the Colony of Hongkong, on TUESDAY, the 14th January, 1902, at 11 o'clock A.M., when the SUBJOINED RESOLUTIONS which were passed at the Extraordinary General Meeting of the Company held on the 28th December, 1901, will be submitted for confirmation as SPECIAL RESOLUTIONS.

RESOLUTIONS.
1.—That the Capital of the Company "be increased from One Million of Dollars (its present Capital) to One Million Five Hundred Thousand Dollars by the creation of Ten Thousand New Shares of Fifty Dollars each."
2.—That the New Shares shall be "offered in the first instance to the persons who, on the 15th January, 1902, shall be registered as shareholders, in the proportion of one new share for every two of the present shares and that such offer shall be made by notice specifying the number of new shares to which the shareholder is entitled and limiting a time within which the offer if not accepted will be deemed to be declined, and after the expiration of such time or on the receipt of an intimation from the shareholder to whom such notice is given that he declines to accept the shares offered, the General Managers may allot or otherwise dispose of all unaccepted shares to such persons on such terms and conditions as they may think fit."
3.—That each of the said new shares shall be paid for as follows:—The sum of Five dollars on account thereof shall be paid on the 28th February, 1902, at such place as the General Managers shall appoint; the sum of Ten dollars further on account thereof shall be paid on the 31st May, 1902, at such place as aforesaid; the sum of Ten dollars further on account thereof shall be paid on the 31st December, 1902, at such place as aforesaid; and the balance shall be paid in such instalments (at intervals between the payment of each instalment of not less than three months, and subject to notice being given in accordance with Article 53 of these Articles) and at such times and places as the General Managers shall appoint. Provided that the General Managers may, if they shall think fit so to do, extend the time beyond the dates above-mentioned for payment of any money for the time being unpaid "on any or either of the said new shares."
The TRANSFER BOOKS of the Company will be CLOSED from the 13th to 15th January, 1902, inclusive.SHEWAN, TOMES & Co.,
General Managers.
Hongkong, 28th December, 1901. [1412c]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

The Company's New Steamship

"ZAFIRO,"

Captain A. Ramsay, will be despatched for the above Port, on FRIDAY, the 3rd January, at Noon.

The Attention of Passengers is directed to the Excellent Accommodation provided by this Steamer. She is fitted throughout with Electric Light.

For Freight or Passage, apply to
SHEWAN, TOMES & Co.,
General Managers.
Hongkong, 28th December, 1901. [1411c]

Intimation.

A. S. WATSON & Co.,
LIMITED.

ESTABLISHED A.D. 1841.

We beg to notify

THE ARRIVAL OF OUR NEW

SEASON'S

CONFECTIONERY,

Comprising—

Selections of the Purest and

Best Description,

FROM

The Simplest Quality to that of the

Finest and Most Recherche

Character,

Imported from the Leading

LONDON AND PARISIAN

MANUFACTURERS.

A. S. WATSON & CO., LIMITED,
THE HONGKONG DISPENSARY.

The Hongkong Telegraph

HONGKONG, SATURDAY, DECEMBER 28, 1901.

NOTES AND COMMENTS.

The Kowloon Water Supply.

Kowloonites will take a very keen interest in the subject of the Kowloon Waterworks Gravitation Scheme, which was brought up at yesterday's meeting of the Legislative Council. The want of proper water works in Kowloon has been felt very acutely of late, and the inhabitants are anxious to see the work of providing them put in hand at once. This being the case it is very disappointing to find that the proposed scheme is likely to be delayed in execution through the Secretary of State for the Colonies asking for a further report from Mr. CHATHAM. This will, we presume, take some time to prepare, will occupy at least a month in reaching London, will then have to be carefully considered and, by the time that the scheme is sanctioned, much very valuable time, which might have been profitably employed, will have been wasted.

To the layman Mr. CHATHAM'S letter appears to be entirely in favour of the scheme and his concluding paragraph points out the urgent need of the work being undertaken at once, and the present dry season being availed of. His Excellency the Governor, in his despatch, also points out how absolutely necessary the work is and asks that Mr. CHAMBERLAIN'S approval may be telegraphed out. Thus it appears that, so far as the Hongkong Government is concerned, everything possible has been done to urge on the work, and the delay is occasioned solely by the Colonial Office. This, to say the least of it, is a great pity, and we have heard it remarked that it would have been better had the Colonial Office shown as great promptitude in the Kowloon Waterworks Scheme as it did in approving the increases to the Official salaries, which were yesterday brought before the Council.

Salaries.

Nobody in the Colony will, we think, begrudge the increase which has been granted to the Government Officials of Hongkong from the first of next month. The necessity for such increase, apart from the great rise in the price of all necessities, was very clearly pointed out by His Excellency the Governor. To put it plainly, had the increase not been granted, it would have meant that we should have had to be content with cadets of a inferior ability to those of the Straits. The best men would have elected to go there in preference to coming to Hongkong on a lower scale of pay. As matters now stand we presume that Hongkong will attract the pick of the cadets, for we have a better climate than the Straits and, pay being the same, a man will naturally prefer to serve in the least trying climate. Thus matters are as they should be, and we may expect our officials to compare favourably with those of other Eastern Colonies.

REUTER'S TELEGRAMS.

SOUTH AFRICA.

THE TAFELKOP FIGHT.

LONDON, December 26th.

Major Damant, of Damant's Horse, was wounded in the fighting at Tafelkop on the 20th instant, not at Beginderlyn as at first reported. Major Damant's total casualties in this action were three officers and twenty nine men killed, five officers and thirty five men wounded.

MARQUIS ITO IN ENGLAND.

The Times publishes a laudatory article on Marquis Ito, and has also a long special article recounting his career.

LATER.

THE UNITED STATES
TREASURYSHIP.

Governor Shaw of Iowa has been appointed United States Secretary of Treasury in succession to the Hon. Lyman J. Gage resigned.

AMERICA AND THE CHINESE
INDEMNITY.

The Washington correspondent of the New York Herald states that of the twenty-five million dollars, America's share of the Chinese indemnity, America will relieve China of eighteen million dollars, retaining only the balance as the bare amount of her extra expenditure in connection with the expedition.

LOCAL AND GENERAL.

DR. MORRISON, special correspondent of the Times, is returning to Peking by first opportunity.

THE JAPANESE are about to establish a daily Chinese paper in Peking, styled the Shu-tien Times.

THE ESTIMATED TOTAL COST of the British China expeditionary force remains unchanged. The total up to March last was £2,500,000 sterling.

AN EXTRAORDINARY GENERAL MEETING of the China and Manila Steamship Co., Ltd., will be held on the 14th January when the resolutions proposed at to-day's meeting will be submitted for confirmation.

A DESPATCH from Adelaide, dated 15th November, says H.M.S. Sparrow has just bombarded the village of Kulafola, in the Solomon Islands, as punishment for recent outrages perpetrated by the natives. The village was destroyed.

GOVERNOR CHANG—It is reported that new Governor Chang of Shantung since arriving at Chinanfu has not stood well with the Germans and now wishes to retire from his post and he may be relieved by having some other official sent to fill his place.

MESSRS. COTTAM & CO. for FOOT-
BALL BOOTS.

THE EMPIRE COMEDY and Vaudeville Company, who were recently in Hongkong, commenced operations at the Lyceum Theatre, Shanghai, on Monday last.

MADAME FREED last week gave a concert at the Fochow Club. She had a grand reception, and upon each occasion of her finishing a song the loud applause testified how greatly her talent was appreciated.

COLLISION IN THE HARBOUR.—Yesterday afternoon the steam-launch Nam Yik collided with cargo boat 455, inflicting damage to the extent of about \$10, no passengers being injured. The master of the launch will be called upon to explain the accident before the Harbour Master.

NEW YEAR HOLIDAYS.—On New Year's Day and 2nd January, the Post Office will be open from 8 to 9 a.m. only. Correspondence for local delivery on those days may be posted up to 9 a.m. The Night Box will be left open during the time the office is closed. The Money Order office will be entirely closed on both days.

GOOD BEER was quite an important factor in the late Christmas festivities and through the energy of Mr. E. S. Young, Rainier was quite the favourite. The ever increasing sale of this brand has necessitated a large increase in the plant at Seattle and, while the output will be augmented, the quality will still be, as usual, consistently good. Messrs. A. S. Watson & Co. are the sole local agents.

BY KIND PERMISSION of Lieut.-Col. Baillie and Officers, the Band of the 22nd Bombay Infantry will play at the Hongkong Hotel this evening, from 8 to 9.30 p.m.—

PROGRAMME.

1.—Serenade.....Bucala et al.
2.—Selection.....The Belle of New York.....Kerker.
3.—Valse.....The Maid of the Mill.....Liddell.
4.—A Serenade.....The Ever Loved.....Whelan.
5.—Polka....."Chick".....Godfrey.
6.—Selection....."Reminiscences of Scotland".....Godfrey.
"God save the King."

A SALTED CHINAMAN.—There was rather an unusual cargo landed at the Singapore wharf recently by the German mail steamer Sachsen, in the shape of a salted Chinaman, preserved in an ordinary sized barrel. It would appear that on the voyage out the Engineer's staff lost the services of a fireman, and his friends not wishing his body cast into the mighty deep, a novel coffin was secured in the shape of an empty wine barrel, into which was cast the mortal remains of John Chinaman, who was buried ashore by the ship's crew.

THE LATE MR. PETHICK.—From the China Gazette, of the 23rd instant we take the following:—News was received here yesterday from Peking announcing the death of Mr. W. S. Pethick, who for so many years filled the one-rous and important office of Secretary to the late Li Hung-chang. Mr. Pethick was an American and had an unique knowledge of Chinese besides knowing the people of this country as few men have ever known them. At one time his influence, with the dead Chungtang was very great, but latterly he became disgusted with the treachery and meanness of Li and left his service. For years Mr. Pethick had great opportunities during his career for amassing wealth, but he died a poor man. But he had acquired unparalleled knowledge of the inner working of Chinese statecraft and was engaged upon a life of Li Hung-chang when death called him to join the ungrateful master he had so long and faithfully served.

THE STAR FERRY SQUEEZE.

When the decision of the above Co. to raise the first class fares between Hongkong and Kowloon from 10 cents to 15 cents was announced, a burst of indignation was heard on all sides and, on going carefully into the matter, the necessity for such an advance becomes less apparent. On three grounds the rise would be justifiable, firstly, a substantial increase in the price of coal; secondly, a succession of serious accidents necessitating a large outlay; and, thirdly, the number of passengers carried not being sufficient to make adequate return on the capital invested.

Enquiry brings to light the facts that, there has not been an appreciable rise in coal, but rather the reverse, as Cardiff has declined materially in price; there has been no unusual expense incurred through accidents; and, lastly, the balance sheet of the Company discloses an increase of passengers enabling them to pay 12 per cent dividend to the shareholders and 'build up, at the same time, out of bona fide revenue, a solid reserve fund.

There may be another reason for the iniquitous advance in rates and that is, by taking a bare-faced advantage of their monopoly and in return for the support given them by the public and the help extended to them by the Government, squeeze their patrons and make an immoral use of the exclusive rights granted them by the authorities.

One grain of comfort left to the public is the fact that already an opposition line is in process of formation, not on so extensive a scale as the present grab-all Company and not worked on Tammany Hall lines but, by the combination of the regular travellers, aided by every man or woman who likes common fairness and justice, and assisted by local capitalists, will in a short time make the parent Company wish they had not killed the goose that laid the golden egg.

A glance at the last balance sheet of the Star Ferry Co. is interesting, as showing how some business men can overreach themselves in grasping at plunder. The net earnings of the boats, viz., after paying all working expenses, were \$32,329.64 as against \$25,845.55 for the previous year and, after paying for all repairs, the splendid sum of \$43,455.13 stood to the credit of profit and loss. The balance was appropriated as follows:

Directors and Auditors Fees.....\$ 1,000.00
Dividend of 12 1/2 %.....\$ 14,883.00
Write off boats.....\$ 5,231.00
" " Goodwill.....\$ 4,000.00
" " Turnstiles.....\$ 207.67
" " Ice House pier.....\$ 1,359.00
Transfer to Reserve Fund.....\$ 16,000.00
Carry forward.....\$ 774.40
\$ 43,455.13MESSRS. COTTAM & CO. for WARM
DRESSING GOWNS.

Could a small Company be in a more enviable position? Paying 12 1/2, building up a solid reserve fund, and severely writing down all appliances and boats and yet, in face of these figures, putting up fares 50 per cent. We recommend the senior unofficial member to bring the whole matter before the Council at the very earliest opportunity, as we refuse to believe that the Government would be guilty of aiding and abetting by continuing to rent Ice House Street pier exclusively to the S. F. Co. for their proposed infamous extortion.

Even the present market quotation for the shares denote the sound state of the Company's finances, the shares on which \$10 has been paid up, stand at \$24 and those on which \$2 1/2 has been called, are at \$9. What they will come to if the present ill-considered policy of greed is pursued remains to be seen.

In conclusion let us hope that all members of the community will do their utmost in every way possible to fight against this monopolistic grab, knowing well they will be assisted by Kowloon landowners, because with cheap facilities for travel more people will reside across the water and land values must appreciate.

CRICKET.

UNITED SERVICES v. CIVILIANS.

This match, which resulted in an exciting win for the Civilians, was played on Christmas Day and Boxing Day on the Club Cricket Ground. The result of the match was no doubt due to the hard fielding of the Services and the hard hitting by Ward who gave no less than six chances. Hooper played well for his 62 as did also France Hayhurst and Wood. Cox again showed his capabilities at winning a match. Not content with getting one run for the win, he ran half way up the pitch and hit a ball from Reinold right out of the ground.

The following were the scores:—

UNITED SERVICES.

FIRST INNINGS.

Lieut. Reinold, R.N., and b Sercombe Smith 2
Mr. C. P. Franklin, R.N., c Hooper, b Sercombe Smith 0
Mr. Digby, R.N., c Woodgates, b Sercombe Smith 51
Major Dorehill, R.A., c Arthur, b Sercombe Smith 2
Lieut. Wood, R.N., b Howard 66
Capt. France-Hayhurst, R.W.F., c Woodgates, b Hancock 90
Mr. Fanshawe, R.N., c Arthur, b Hancock 29
Capt. Radcliffe, R.E., b Sercombe Smith 13
Mr. McKinley, R.N., b MacKenzie 1
Capt. Clapham, R.A., c MacKenzie 0
Mr. Broadbent, R.N., not out 0
Extras 7
Total 251

CIVILIANS.

FIRST INNINGS.

T. Sercombe Smith, c Radcliffe, b Franklin 0
H. Hancock, c Digby, b McKinley 6
A. MacKenzie, c Clapham, b Franklin 4
A. C. Ward, b Reinold 132
H. Arthur, b McKinley 10
W. E. Dixon, c Broadbent, b McKinley 4
J. Hooper, c Broadbent, b Dorehill 62
J. A. Woodgates, c France-Hayhurst, b Dorehill 24
J. E. Lee, b Reinold 0
P. A. Cox, St. Digby b Reinold 32
W. H. Howard, not out 6
Extras 14
Total 294

UNITED SERVICES.

SECOND INNINGS.

Lieut. Reinold, R.N., not out 15
Mr. Fanshawe, R.N., c Arthur, b MacKenzie 28
Capt. Clapham, R.A., b Sercombe Smith 0
Mr. Broadbent, R.N., c Cox, b Hancock 18
Mr. Franklin, R.N., b MacKenzie 0
Mr. Digby, R.N., c Lee, b MacKenzie 10
Lieut. Wood, R.N., not out 8
Extras 8
Total (for 5 wickets) 89

BOWLING ANALYSIS.

UNITED SERVICES.

FIRST INNINGS.

O M R W
Sercombe Smith 19.5 5 82 5
MacKenzie 17.5 4 40 2
Hancock 14 3 39 2
Howard 5 0 34 1
Dixon 3 0 20 0
Lee 2 0 15 0
Woodgates 5 0 24 0

SECOND INNINGS.

O M R W
Sercombe Smith 5 1 20 1
MacKenzie 12 3 22 3
Hancock 8 1 39 1

CIVILIANS.

FIRST INNINGS.

O M R W
McKinley 18 3 83 3
Franklin 13 1 57 2
Reinold 10 0 49 3
Broadbent 5 1 10 0
Dorehill 12 0 54 2

ARMY v. NAVY.

An interesting match was commenced this morning on the Hongkong Cricket Club's ground between teams selected from Army and Navy. The Navy went in first and totalled 204 by capital cricket. The Army are still batting, two wickets having fallen for 50. The band of the R.W.F. were playing on the ground. The following are the details of the game, barring the usual titles.

NAVY.

Digby, c Coolie, b Freedy 1
Moore, b Freedy 10
Reinold, c Coolie, b Dorehill 10
Franklin, b France Hayhurst 57
Wood, b Freedy 16
Connabe, c Fanshawe, b Waymouth 18
Mihon, L.E.W., b Freedy 55
Neal, b Freedy 0
McKinley, c Buttenshaw, b Freedy 18
Harrison, not out 0
Broadbent, run out 9
Extras 10
Total 204

ARMY.

Waymouth, b Mahon 3
Beresford Ashe, b Reinold 5
France Hayhurst, not out 0
Radcliffe, not out 0
Game Proceeding.MESSRS. COTTAM & CO. for PATENT
LEATHER DRESS BOOTS AND
SHOES.

CHINA AND MANILA STEAMSHIP CO., LIMITED.

INCREASED CAPITAL.

An extraordinary general meeting of the China and Manila Steamship Company, Limited, was held at the Company's office, No. 14, Des Voeux Road, Central, at noon to-day for the purpose of considering resolutions respecting the capital of the Company. Mr. R. Sheehan presided, and there were also present Capt Farrow, Messrs. A. J. Somerville, H. P. White, D. E. Brown, A. V. Apcar, A. G. Gordon, Benjamin, A. Babington, W. H. Potts, D. Gillies, N. S. Sieb, J. S. Van Buren, and Fung Wa Chun.

The Chairman said:—Gentlemen, the object of this meeting is fully explained in the printed notice of it, which you have all received. The reason for our sending out notices in preference to advertising was that hitherto when we have advertised many shareholders in Manila and on the Coast have complained that they never saw the advertisement, so to obviate this we have, in this instance, sent a notice to each shareholder. The reason for our raising this new capital is the necessity of paying off the balance of the cost of our two new boats *Zafra* and *Rubi*. A great part of the money required has already been temporarily borrowed in London, but the repayments will commence at the end of January and it is to meet these that we want more capital. We are not asking for the whole \$500,000, at once, in fact with one or two more years such as we have had lately we may never want the whole amount, and we have endeavoured to make the instalments due at such times and at such intervals as will be most convenient to you. As long as the issue is assured we can no doubt get temporary loans from our bankers, which would enable us if advisable to anticipate any further sudden drop in exchange by remitting the whole loan at once, and you must remember that every fall in exchange increases the dollar cost of the boats. We cannot build new steamers without money, and if our earnings are all absorbed as capital we cannot go on paying dividends as well. The first of the new steamers, the *Zafra*, arrived on 25th November, and I am glad to say that the necessity for such boats has been fully demonstrated and our action in building them entirely justified by her performances. She at once became the favourite boat on the line, leaving her full of passengers with every berth engaged, and at all hands from shippers, passengers and agents she has received the highest praise. Her sister ship, the *Rubi*, left Singapore on the 24th inst. They are exact duplicates of each other and I have no doubt the *Rubi* will prove equally successful. All the arrangements both for cargo and passengers are in the opinion of experts exceedingly well adapted for the special requirements of the Manila run, and the result reflects the greatest credit on the builders, Messrs. D. J. Dunlop & Co., and on our Marine Superintendent, Mr. A. G. Gordon, who designed the boats in the first instance and has since given his whole time to superintending their construction at home. I am quite sure that with such vessels we can more than hold our own on the line against anything that can be brought against us and I feel that we can heartily congratulate ourselves on having acquired them. The past year on the whole has been a good one and business particularly of late has been very brisk with us; the passenger trade with the Philippines is increasing with the gradual pacification of the Islands and the attraction of capital thither, and although we are threatened with fresh opposition on the line we do not anticipate that it will gain much footing or seriously interfere with the earnings of our steamers. Before I proceed to put the resolutions stated in the notice to the meeting I take pleasure in informing you that Mr. J. S. Van Buren, of the Pacific Mail and O. & O. Companies has consented to join your Consulting Committee, a connection that you will doubtless agree with me should prove very valuable to this Company. (Applause.) I will now proceed to put the resolutions. I propose the first, which is as follows:—

"That the Capital of the Company be increased from One Million of Dollars (its present capital) to one million five hundred thousand dollars by the creation of ten thousand new shares of fifty dollars each."

Capt. Farrow:—I have much pleasure in seconding it.

The motion was put to the meeting and unanimously carried.

The Chairman then proposed the second resolution, which was as follows:—"That the new shares shall be offered in the first instance to the persons who, on the 15th January, 1902, shall be registered as shareholders, in the proportion of one new share for every two of the present shares and that such offer shall be made by notice specifying the number of new shares to which the shareholder is entitled and limiting a time within which the offer if not accepted will be deemed to be declined, and after the expiration of such time or on the receipt of an intimation from the shareholder to whom such notice is given that he declines to accept the shares offered, the General Managers may allot or otherwise dispose of all unaccepted shares to such persons on such terms and conditions and at such times as the General Managers shall think fit."

Mr. Brown seconded the motion and it was carried without dissent.

The Chairman proposed the third resolution, which was in the following terms: "That each of the said new shares shall be paid for as follows:—the sum of Five dollars on account thereof shall be paid on the 28th February, 1902, at such place as the General Managers shall appoint, the sum of Ten dollars further on account thereof shall be paid on the 31st May, 1902, at such place as aforesaid, the sum of Ten dollars

further on account thereof shall be paid on the 31st December, 1902, at such place as aforesaid, and the balance shall be paid in such instalments (at intervals between the payment of each instalment of not less than three months, and subject to notice being given in accordance with Article 51 of these Articles) and at such times and places as the General Managers shall appoint. Provided that the General Managers may, if they shall think fit so to do, extend the time beyond the dates above-mentioned for payment of any money for the time being unpaid on any or either of the said new shares."

Mr. Potts seconded, and it was agreed to. The Chairman:—That is all the business, gentlemen. I am much obliged to you for your attendance. The usual notice of the confirmatory meeting will be given.

CHRISTMAS PARTY AT THE ROYAL ENGINEERS MESS.

Of the many Christmas entertainments held this season, few can equal that given yesterday afternoon by the Non-commissioned officers of the Royal Engineers, in their boathouse in Wellington Barracks.

Tea was served at about 4 P.M. and all the R.E. married people were there in full force, with their children numbering something over 45. Their eyes glistened and expectancy showed in every move, and they were not disappointed. While tea was in progress, Father Christmas, personated by Staff-Sergeant Burnett, entered, accompanied by his imps, who were Messrs. Dooley, Ward and Burgess. Father Xmas was clothed in the traditional costume, so dear to us in our childhood days, and his three merry imps excited great laughter by their gambols. Mrs. Baker-Brown, assisted by Father Xmas and his imps then distributed the presents from a magnificent Christmas tree. And such presents! Each child was loaded down with every conceivable toy, packages of sweets etc., etc.; there must have been between \$100 and \$200 expended in presents for those 45 children, so you can imagine the result.

After the excitement had subsided partially, the event of the evening took place, called on the programme a "Shadow Pantomime." Across one end of the hall, a sheet was stretched, bordered by a very artistic frame of greens and flowers, giving the effect, when the lights were lowered, of a picture frame with a white canvas centre. On the other side, Sergt. Burnett manipulated an electric light and Messrs. Ward, Viggers, Burgess, Booty and Simmers, attired in fantastic costumes, illustrated the Mother-Goose rhymes by passing between the light and the screen. Old Mother Hubbard, Hi-diddle-diddle, Little Jack Horner, etc. etc. This novel entertainment was a great success and was greeted with roars of laughter by the young folks and their elders as well.

Sergeant Simmers sang "The Village Blacksmith" in his usual masterly manner, to the accompaniment of Sapper Long on the piano. The song was illustrated by magnificent slides which added greatly to the effect. The next event was a supposed ventriloquist, whose dummies that ought to have been, Old Joe and Sarah, were personated by Private Burgess and Sergt. Viggers, in a most laughable and dummy-like manner. Their actions and voices reminded one very forcibly of the figures used by ventriloquists and Mr. Ward as interlocutor fully kept up the illusion. "Cutting the Xmas Cake" and incidentally eating it, was quite a feature of the entertainment, and enjoyed by both young and old. Speaking of cake, calls to mind the fact that the tables were loaded with goodies of all kinds, a large amount of the success of the evening being due to the efforts of Mrs. Yeates, Staff Sergt. Yeates and Sergt. King who ably presided at the tables, and decorated the Xmas tree. One who has ever attempted to guide an amateur performance, realizes how hard the position of Stage Manager is, and all present applauded the result of Sergt. Booty's management, as every thing passed off smoothly, without any delays. A vote of thanks was given to the officers, Mrs. Baker Brown and the Committee, Staff Sergt. Burnett, Staff Sergt. C. Yeates, Sergt. J. King and Corp. C. Chuter, for their able efforts which rendered this year's entertainment the most enjoyable one ever given.

Although Staff Sergt. Burnett very modestly requested us not to give any undue prominence to his name, we must disobey him to this extent and say that although he was most ably seconded by the balance of the Committee, we saw signs of his being "The man behind the guns."

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CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

A VISIT TO HAPPY VALLEY.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH." Sir,—On reading your issue of yesterday evening I was shocked to find a screed headed "A visit to Happy Valley" in your columns. At this season of the year it would be impossible to imagine an article more out of place, and the insane person who could amuse himself by (metaphorically) cuddling tombstones on Christmas Day may be pardoned wishing to see his snuffling drive in print, although his friends should be communicated with at once. He opens with a platitude already worn to shreds, and even putting it in Latin does not add to its respectability, and then meanders on to talk of Bacchus. What can he know of the rubicund God? The genial old 14 stoner presided over a custom that could not possibly brighten "pessimist's" alleged brain or assist his liver in carrying out its long forgotten functions.

"Pessimist" says he spent a "soothing half hour in meditation," might I recommend this embryo "Gray," with his untaught "Elegy" to try a course of Watsons E. with an occasional Kutnow powder sandwiched in to equalize matters, then the public will be spared unseasonable Colney-Hatchlike piffel, and "pessimist's" friends from the expense of black ties and bands.

Yours truly,
"OPTIMIST."

Hongkong, December 28th, 1901.

WAS IT A POISON SNAKE?

Sometimes John Garrett would go from morning till night without bite or sup. This was three or four years ago. Every morning he got up with a disagreeable, gnawing pain in the stomach or abdomen—he couldn't quite locate it, but he felt it all the same. Still he kept on working. He meant to see a doctor, but neglected it. So a year ran away. By then the complaint had got hold of him as a wild grape vine does of an old tree.

He was a man full of pain as an insomniac cellar is of mould and crawling things. Often they kept him from his work for twelve hours before he got a bit of ease; and for three weeks straight away he was in racking pain. At intervals it made the sweat run off him in streams.

Then he went to bed, John told, and a doctor took him in hand, as a pilot does a ship when the navigation is growing ugly. "My doctor," Garrett says, "was the best of men, but he didn't seem to know what ailed me." Nor did the other medical man who followed him.

On this poor brother's heart sank within him, as King David's did when he heard of the fate of Abimelech. Having nothing to do except to think, he thought he would go to a London hospital and ask the famed men there what was the matter with him. They said his right kidney was diseased and the left one affected. They feared they couldn't help him but would take him in for a month if he cared to stay. He said he didn't care to stay, and went home to Dartford. Quite right. As a place to die in the hop country beats a hospital!

Then he told his home doctor what the London doctors had said. The home doctor agreed with the London doctors and told him he would soon join the silent majority—who are done with diseases.

The end of Garrett's story, written by him at his home, 13, Wellington Road, Dartford, Kent, January 7th, 1901, runs this way: "I leapt out of bed and moved about all I could. I turned up at the works sometimes, but from January 1900 to Easter I did not earn enough to keep myself. More than once they sent me home."

"For three years I lingered along in this fashion when one Sunday I read in *Lloyd's* *Advertiser* about a scrover who was hounded like me and had been cured by Mother Seigel's Syrup; and without saying a word to anybody I got that medicine and began taking it."

"The first bottle pricked up my appetite and I actually felt hungry—a strange sensation for me, I slept better. The pain was not so sharp and the kidney secretion was clearer and of a better colour. The second bottle did me more good still, and after the third I felt like a king. I mean a healthy and happy king, if there is such a being."

"To-day I feel as well as I ever did. Saturday last I felt a bit out of sorts, from indigestion probably, and took a dose of Seigel's Syrup; and to-day I am right as rain. You may publish my tale."—John Garrett.

Did this man have Bright's disease? You have heard what the doctors said. Let us leave the point to them. Whether the snake that bit him was a poison snake or not is of no importance after we have got rid of the effects of the bite. Anyhow, whatever Garrett had, Mother Seigel's Syrup cured him; and the rest is nothing.

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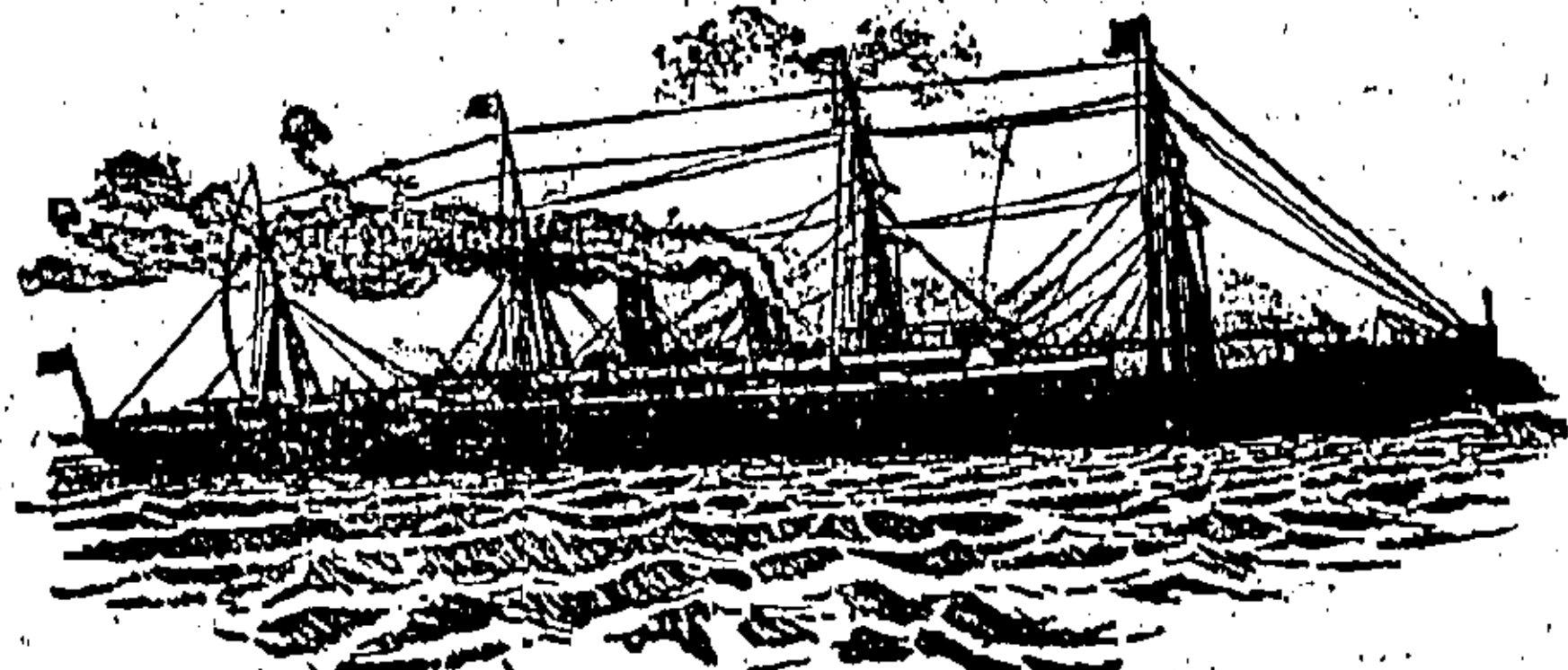
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Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE.

PROPOSED SAILINGS FROM HONGKONG.

"CHINA"	TUESDAY, 31st December, at Noon.
"DORIO"	THURSDAY, 9th Jan., 1902, at Noon.
"NIPPON MARU"	SATURDAY, 18th January, at Noon.
"PERU"	SATURDAY, 25th January, at Noon.
"COPTIC"	TUESDAY, 4th February, at Noon.
"AMERICA MARU"	TUESDAY, 11th February, at Noon.

THE P. M. Company's Steamship "CHINA," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, INLAND SEA, KOBE, YOKOHAMA and HONOLULU, on TUESDAY, the 31st instant, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY, also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between Japan, San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines. Special rates (first class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials of the Navy, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are granted and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan. Return Passage—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

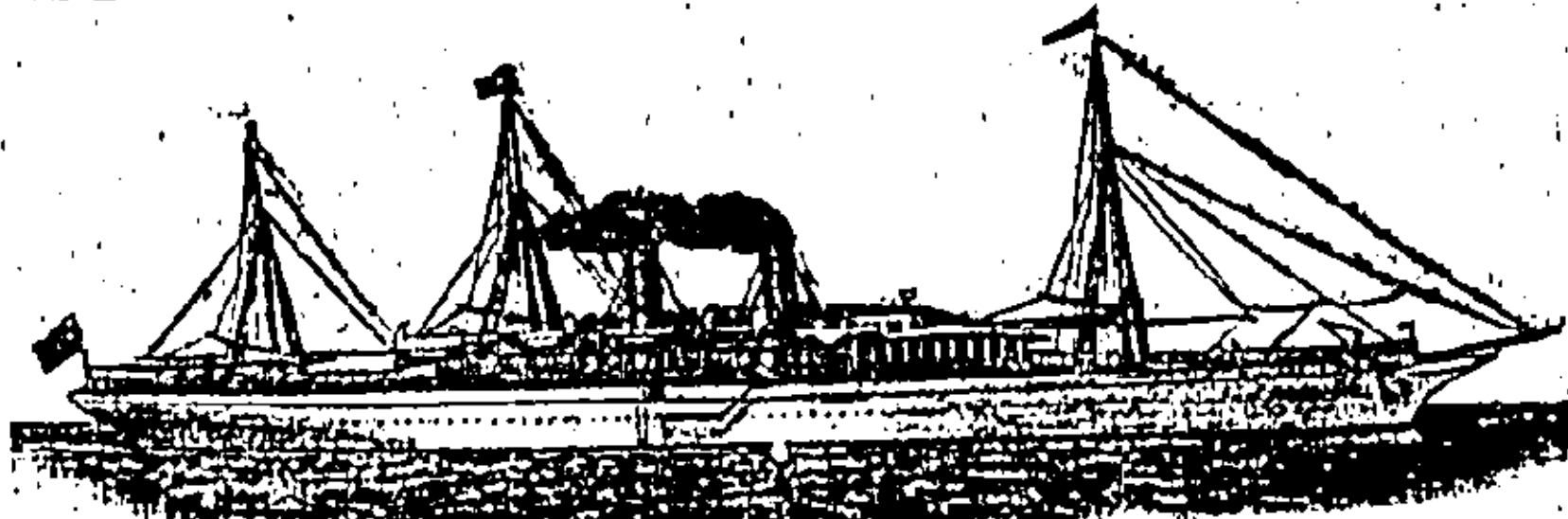
Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Ports beyond San Francisco, in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco.

Merchants' Invoices will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

J. S. VAN BUREN,
Agent.

Hongkong, 21st December, 1901.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF CHINA	Comdr. R. Archibald, R.N.R.	WEDNESDAY, 15th January.
TARTAR	Comdr. E. Beetham, R.N.R.	WEDNESDAY, 29th January.
EMPRESS OF INDIA	Comdr. O. P. Marshall, R.N.R.	WEDNESDAY, 12th February.
ATHENIAN	Comdr. H. Mowatt	WEDNESDAY, 26th February.
EMPRESS OF JAPAN	Comdr. H. Fybus, R.N.R.	WEDNESDAY, 12th March.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 days, saving THREE DAYS TO A WEEK in the Trans-Pacific journey, and the make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent from THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 18th December, 1901.

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.
OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
NUERNBERG	HAVRE, ROTTERDAM, BREMEN and HAMBURG.	4th Jan. Freight.
Ambros	(Calling at SINGAPORE and PENANG.)	
STRASSBURG	HAVRE, ROTTERDAM & HAMBURG.	13th Jan. Freight.
Madsen	(Calling at SINGAPORE and COLOMBO.)	
SAMBIA	HAVRE, BREMEN and HAMBURG.	28th Jan. Freight.
Schmidt	(Calling at SINGAPORE and PENANG.)	
AMBRIA	HAVRE and HAMBURG.	12th Feb. Freight.
Duckstein	(Calling at SINGAPORE and COLOMBO.)	
C. FERD. LAEISZ.	HAVRE and HAMBURG.	26th Feb. Freight.
Fuchs	(Calling at SINGAPORE and PENANG.)	
ANDALUSIA	HAVRE and HAMBURG.	15th Mar. Freight.
Ehlers	(Calling at SINGAPORE and COLOMBO.)	

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
No. 11, Queen's Building.

Hongkong, 27th December, 1901.

LEGISLATIVE COUNCIL.

FURTHER GRANT OF EXCHANGE
COMPENSATION.

Regarding the further grant of exchange compensation to Civil Servants of Hongkong, discussed at yesterday's meeting of the Legislative Council, and which was reported briefly in our last evening's issue, the following is an extended account of the proceedings.

His Excellency the Governor—Before we proceed to the orders of the day, gentlemen, there is a matter that I have been instructed to bring before you by telegram from the Secretary of State for the Colonies. In October last the estimates of expenditure went home and, at that time, we were aware that in the Straits Settlements, and the Federated Malay States an increase had been granted in the salaries and emoluments of the officials. However, there was no provision made for any increase here further than that recommended at the time by the Committee. A short time afterwards I received from the Secretary of State a copy of the despatch that had been addressed to the Straits Settlements in answer to the representations made by the Straits Settlements and Malay States. The Secretary of State had determined that in future all appointments, the emoluments of which were over \$1,200 a year shall be paid in sterling, as also the salaries of the European police, prison wardens and other subordinate positions occupied by Europeans appointed from home, but as regards the present holders of these there were certain exceptional advantages at present such as the advantages held by old officials who received when they were on leave their half pay at 3/8 a dollar, and pension at the same rate.

The Colonial Secretary—4/- on leave and 3/8 on pension.

His Excellency the Governor—Yes. Well, the Secretary of State felt that he could hardly interfere with these advantages enjoyed by the present holders. So as far as the present holders of these were concerned, they received the option whether they would have their salaries in future paid in sterling at what the practical valuation of the sterling was, taking into consideration the possible advantage to pension pay, but that they would have the alternative of an increase not on the pay but that while actually serving in the Colony the compensation allowance for exchange should be given on the whole instead of the half salary. That increase was not to be calculated in either their leave or their pension but was to be a purely local increase while they continued to serve in the Colony, during the lifetime of the present holders. Well, when that came before me, in that despatch the Secretary of State informed me that he did not at present propose to increase the salaries of the officials in Hongkong until he was satisfied as to the financial soundness of Hongkong. When I received that despatch I saw at once the position in which this Colony would be placed if the officials in the Straits were to be better paid than the corresponding positions were worth in Hongkong. Both Colonies are recruited, and will be recruited in the future, by cadets who go through the same examinations, and in accordance with their positions on the list these cadets have the option of choosing where they go. Naturally, if we are the

WORST PAID COLONY IN THE EAST

we must expect to get simply the remainder. The most successful will naturally choose the best paid position. I wrote in answer to that and I pointed out this to the Secretary of State and also that at the present time we find it extremely difficult to get recruits for our police, our water police, and our wardens, or any position for which we want Europeans in this Colony. I pointed out further the position in which this would place Hongkong. Furthermore, I went into the question of the financial position of the Colony, and I am speaking entirely to the unofficial members of this Council—I think it is unnecessary for me to say anything upon that matter. Anybody who has seen the list of public companies, shares, and other matters which are within the cognizance of anybody who chooses to take the trouble to inquire, must see that the operations in this Colony are very much larger than in Singapore; and I think as far as I, after nearly three years' experience, can gather, the financial position of this Colony is as sound as that of any in the British Empire. I pointed out that, and in answer to that I received this telegram from the Secretary of State on the 12th—"Referring to Despatch No. 443. I agree to proposed grant to Government officials additional exchange compensation, to begin the first of next month, on condition laid down in the case of the Straits, and subject to consent by the Legislative Council, who must be warned that more revenue may be required." He pointed out in his despatch that possibly very large votes would have to be taken as a consequence of a possible revivification of the plague, also possibly as the result of the visits from the two experts coming out, and that it was right to put this before you. But that being so, I place the matter before you. Every official member except myself is interested in this and it is, I need hardly say, a matter upon which they can neither speak nor vote. The following are the number of people who would be affected: There would be on the whole a total of 311 public officials affected by this—135 in the police, 26 in the gaoi, 17 in the Harbourmaster's Office, 27 under the Sanitary Board, 32 in the Public Works Department, 9 in the Colonial Secretary's Office, 10 in Queen's College, 24 in the Medical Department, etc.—and the amount that will be necessary to pay that increased exchange compensation during their service in the Colony would be

ABOUT \$120,000 A YEAR, as far as I can see. There are the facts—the only facts—I have and am able to place before you. My own view is that it would be very

injurious to this Colony, if it were placed upon a basis of inferiority to the Straits Settlements and the Malay States, and further I may tell you that we have the greatest difficulty at the present moment with our present salaries in procuring men for the gaoi, the police, the water police and those small appointments for which Europeans are required. The Colonial Secretary has placed in my hands a letter from the senior unofficial member, Mr. Chater. He states that he is sorry at being unable to be present, and adds—"I am very strongly of opinion that our Civil Service here should not be placed in a worse position than the service in Singapore, and I feel sure the Community would be of the same opinion." That is all I have to say upon the subject, and I place it before you.

Hon. Dr. Ho Kai—I understand, sir, the unofficial members are chiefly concerned in this matter and that the official members will neither discuss nor vote.

His Excellency the Governor—No, they will not.

Hon. Dr. Ho Kai—With your leave, and in the absence of the senior unofficial member, I will propose a resolution in order that my unofficial colleagues may have an opportunity of discussing this question to-day. The proposition I have to make is as follows:—"That the decision of the Rt. Hon. the Secretary of State for the Colonies regarding the further grant of exchange compensation to Civil servants of this Colony, subject to the approval of the Legislative Council, be approved by this Council." Have I your leave to make this proposition?

H.E. the Governor—Certainly.

Hon. Dr. Ho Kai continuing, said—I am quite of the same opinion as the senior unofficial member of the Council. I certainly think that in the third part of the world we should not treat our Civil servants in any worse manner than they are treated in Singapore, considering that this Colony of Hongkong is the chief port of call for all vessels coming East or going West; and we expect, as we have a right to expect, that all our Civil servants should discharge their duties in a manner corresponding to the importance of this Colony. And while we expect faithful and long service from our Civil servants, we certainly should pay them sufficiently for their faithful work. Singapore, I believe, although it is a larger place than Hongkong, is in prosperity, in trade, and in everything else, far behind Hongkong, and I believe the duties there of the Civil servants are not anything like so hard and important as we have for them here. So that in sanctioning this further grant in exchange compensation, we are doing nothing but justice to our Civil servants, and I for one as representing the Chinese, the most numerous taxpayers in the Colony, am quite of the opinion that their compensation should be increased. There is a further inducement, I think, in this way, that while they are on active service here they get the full compensation, and in their absence on leave they do not have any such advantage, so that there would be an inducement to work harder here and not go home on half-pay leave so frequently. We at all events, as colonists and inhabitants, get

GOOD SERVICE FOR THE RATE OF PAY.

I propose the resolution just to test the opinion of my unofficial colleagues and I am quite ready to discuss the question; I only put it out as a feeler, so that we may all see what opinion will be expressed and whether we are unanimous in sanctioning this decision of the Secretary of State.

Hon. Wei A Yuk—I beg to concur with all that Dr. Ho Kai has said.

Hon. T. H. Whitehead—My sympathies are entirely with the Civil servants in the matter of the exchange compensation—

H.E. the Governor—The motion is not yet seconded.

Hon. J. J. Bell Irving—I have much pleasure in seconding the proposition put before the Council. I heartily agree with what Dr. Ho Kai has said.

Hon. T. H. Whitehead—I would certainly have seconded the proposal and my sympathies are entirely with the resolution, and I quite realise the necessity of voting an enlarged compensation to Civil servants. But, sir, I would like if this motion could be postponed until next meeting of the Council to have an opportunity of considering it. This is the first, practically, I have heard of the motion. I was not aware that it was to be brought forward to-day, and it would make no difference. I would like time to give it full consideration. If your Excellency would give the unofficial members an opportunity of perusing the despatches which have passed I have no doubt at all that an unanimous vote could be come to.

His Excellency the Governor—I quite understand the position of the hon. member. I may tell you that I gave this at once to the senior unofficial member of the Council with a view to his communicating with the other members. Unfortunately you were not here, being away at the time. Of course if it is the wish of the unofficial members that it should be postponed, I am in their hands. As to the despatches, they were confidential; I have said as much as I can regarding them and I do not think I can make them public, because they were confidential and mention some matters that perhaps it might be as well not to publish. I have no objection to show the hon. member the despatch if he wishes to see it. Perhaps that would be quite sufficient.

Hon. T. H. Whitehead—That will be quite sufficient.

Hon. J. Thurburn—I quite concur with the proposal made by the hon. member for the Chinese on every ground, but especially on the ground that it is most undesirable that our officials should be paid less than those of any other Colony. As you, sir, mentioned in your speech, we would get the worst men. There is no

question about that, and I think that is one of the strongest reasons why we should grant this increase. For my part, I have much pleasure in supporting it.

His Excellency the Governor—I do not know whether I mentioned it, but the proposal is that this increase should take place from the first of next month, and that is one of the reasons I wished to bring the matter before the Council to-day before the first of next month. As a rule I disapprove of retrospection in such cases; and I think it is better that we have the thing arranged before the date arrives. If it is the wish of the unofficial members that it be postponed, I am entirely in their hands.

Hon. T. H. Whitehead—In deference to the unanimity on the part of my colleagues I have no desire to stand in the way. Only before giving my vote on a question involving a very considerable outlay of money, I should have liked to have had an opportunity of fully considering and discussing all the pros and cons. My sympathies are entirely with the resolution, but as an ordinary matter of business I should have liked to have had an opportunity of going into the matter, and discussing it in all its different phases and on its merits. Still I have no desire to oppose the wishes of the majority.

The motion on being put to the Council, was carried unanimously.

Other business was as follows.—

BIRTHS AND DEATHS REGISTRATION.

The Attorney-General—The first item in the orders of the day is the second reading of a Bill entitled an Ordinance to amend the Births and Deaths Registration Ordinance, 1896. There are one or two matters in this Bill which I should like more fully to consider before it is brought on, and as there is no great urgency in the matter I would ask you, sir, to postpone the second reading to some future occasion after it has been more fully discussed.

This was agreed to.

REGISTRATION OF EMIGRANTS.

The Attorney-General—As regards the next item, the third reading of the Bill entitled an Ordinance to further amend the Chinese Emigration Consolidation Ordinance, 1889, there are one or two slight alterations which I think it would be desirable to make. I have read it over with the Harbour Master since my return and we have made some slight alterations. The Council went into Committee on the Bill, and it was considered clause by clause.

On resuming,

The Bill was read a third time, and passed on the motion of the Attorney-General, seconded by the Harbour Master.

The Council then adjourned *sine die*.

FINANCE COMMITTEE.

A meeting of the Finance Committee was held immediately afterwards, the Hon. Colonial Secretary presiding.

STEAM LAUNCHES.

The Governor recommended the Council to vote a sum of three hundred and thirty-nine dollars (\$339) in aid of the vote of \$15,200 for "Coals, repairs, &c., to steam-launches," Harbour Master's Department.

The Chairman—The Hon. Harbour Master, in applying for this vote, points out that the actual cost of repairs, etc., to the launches has exceeded the estimate by nearly \$7,000. In order to meet this excess the vote is necessary.

The recommendation was approved.

SANITARY AND POLICE EXPENSE.

The Governor recommended the Council to vote a sum of one thousand two hundred and fifty-two dollars and fifty cents (\$1,252.50) to cover the cost of:—

13 pairs of wheels and axles complete	\$ 292.50
at \$22.50 per pair,	
24 pairs of cushion tyres at \$40 per pair,	960.00
Total,	\$1,252.50

for the use of the Sanitary and Police Departments.

The Chairman—The Medical Officer of Health in his letter says that four ambulances for the removal of infectious cases to hospital have been built and are only waiting for wheels. I am sure all the members of committee will agree to this very desirable expenditure.

The recommendation was approved.

PUBLIC WORKS.

The Governor recommended the Council to vote a sum of nineteen thousand and two hundred dollars (\$19,200) in aid of the following votes:—Public Works, annually recurrent expenditure.

Maintenance of buildings,	\$ 2,700.00
Maintenance of macadamised roads in Victoria,	10,000.00
Maintenance of Praya wall and piers,	500.00
Maintenance of waterworks, city and Hill district,	2,000.00
Drainage works, miscellaneous,	4,000.00
Total,	\$19,200.00

The Chairman—If any hon. member wishes any explanation of any of those items the Director of Public Works will be glad to furnish it.

Hon. T. H. Whitehead—It appears that there is a very large expenditure in excess of the estimated cost for the maintenance of macadamised roads. How is it that there has been this excess?

The Director of Public Works—It is very well known, as being a subject of general comment, that the roads have been in bad condition for some time past, and every effort has been made to bring them into a satisfactory state. It has been necessary to undertake very large repairs under that vote in order to bring them into anything like a satisfactory condition. Then again the increase of the vote has not, I think, kept pace with the increase in the surfaces of roads which it is necessary to maintain. The Praya reclamation, as every-

GIRAULT: ALL THE MOST DELICATE
OF DELICACIES AND CHOICEST
MORSELS for the TABLE.

one knows, has added an immense area to the road surface of the Colony, and my opinion is that the vote has not been correspondingly increased, when the extra cost of labour and material is taken into account, with the increase of area. These are the only explanations I can give so far.

THE CIVIL SERVICE VOTE.

The Governor recommended the Council to vote a sum of thirty thousand seven hundred and twenty-eight dollars and twenty-seven cents (\$30,728.27) to meet the cost of increases of salaries of the subordinates in the Civil Service during the current year.

The recommendation was approved.

TIENTSIN DAY BY DAY.

(From Our Own Correspondent.)

TIENTSIN, December 14th.

MARRIAGE.

The marriage of Miss Lucy Detring, daughter of the Commissioner of Customs, to the Marquis Deuti di Pirajupo, Lieutenant in the Italian Navy, took place to-day and proved quite a social event. The wedding took place in the Church of St. Louis, both the parties being Catholics, at 3 o'clock, and some time before that hour arrived the Church was fairly filled and many were standing in the side aisles. The British General and Staff were present in full uniform, and for once the British had all the gold lace and display to themselves, the other military officers present, French, German and Italian, being very plainly attired. As a rule we are cast in the shade: out here by the brilliance of Continental uniforms, but to-day the Sun himself might have taken a back seat. The bride, who was richly attired in ivory satin, veiled with lace veil and crowned with the time-honoured orange blossoms, looked very charming, as did her sister as chief bridesmaid in pink satin, and two tiny tots of—sisters and a little friend, who acted as train-bearers, all of whom carried beautiful bouquets of white chrysanthemums. The service was conducted in French, and was choral, a violin accompaniment to the anthem being given by Major Cleveland, of the 3rd Bombay Cavalry, who is engaged, so rumour has it, to Miss Dora Detring. After the service, which was short, the guests dispersed, but reassembled at the house of the Commissioner at 5 o'clock, when a reception was held until 7, and hereafter congratulations were showered on bride and bridegroom. The presents were numerous and very elegant, consisting mainly of silver necessaries for the table, some handsome Peking silk carpets, a magnificent bundle of dark sables, and some very handsome tables. The weather, which has been most exceptionally dull, damp and windless, turned quite brilliant in the afternoon, and the bride had the necessary gleam of sunshine to ensure her happiness.

EDICTS.

have been rather prolific of late. December 8th. "We issue an Edict by command of Her Majesty the Empress Dowager that we have received recommendations from Prince Ching concerning those officials' actually in service, who have assisted in the peace negotiations and now should be rewarded. Lien Fang, Junior Vice-President Board of Foreign Affairs, is granted the privilege of wearing the one-eyed peacock's feather; Na Tung, Junior Vice-President Board of Revenue, to be Brevet President of Boards; Chang Yi, who is Reader to the Grand Secretariat, to be Sub-Chancellor of the Grand Secretariat; Chou Fu, Provincial Treasurer of Chihli, to be Brevet Governor of Provinces; Chun Kwei-lum, Provisional Treasurer Honan, to receive the one-eyed peacock's feather; Yiu Chang, Deputy Lieutenant General and now Minister to Germany, the button of first rank; Chang Pei-lun, son-in-law of the late Li, fourth or fifth rate Metropolitan Official."

Another Edict on the 8th, continues the honours list—"We are recommended by Her Majesty the Empress Dowager that the conditions are quiet and the date is fixed for returning, Prince Ching and Li Hung-chang have successfully restored peace, Jung Lu protected the Legations and his mind was set to put down the Boxers, and he can greatly assist us in maintaining the Empire. Wang Wen-shao has had his heart set on assisting the Government, regardless of all personal risk. Liu Kun-yi, Chang Chi-tung and Yuan Shi-kai each arranged for the protection and preservation of territory north and east, and their merits deserve great reward. Let Prince Ching draw double salary for first order Prince; Jung Lu and Wang Wen-shao be granted the privilege of wearing double-eyed peacock feathers and granted titles of Brevet Guardians of the Heir Apparent; Liu Kun-yi be granted the title of Brevet Guardian of the Heir Apparent; and Yuan Shi-kai Brevet Junior Guardian of the Heir Apparent; let sacrifices be offered for Li Hung-chang, and let his son Li be Probationary Sub-Director of the Court, third or fourth rank."

A still later Edict, dated 11th, confers the title of Brevet Junior Guardian of the Heir Apparent on Sheng Taoai and Sir Robert Hart. It also orders Chang Yi to be Expectant Vice-President of Boards; Liu Leang-chun to be advanced one grade and his name recorded in the Grand Council.

It is reported that Yuan Shi-kai, when he goes to meet the Court, will be created Assistant Plenipotentiary.

THE COURT.

December 15th.

The Court is officially announced to have started from Kai-fengfu on the 13th inst. and crossed the Yellow River the same day, having the midday meal on board the ferry. The various stages of the journey will be as follows, but the precise time of stoppage at each place is not certain, and, though only some sixteen days are to be spent travelling, it may be any.

GIRAULT: BRILLIANT VARIETY
OF BEST CONNECTIONERY from
Paris, London, Boston, New York, &c.

time from three weeks to three months ere the Court really arrives.

1st stage. From Kaifeng to Luliweiku (ferry, and Hsien.
2nd " Fengchinchien—Tachunchi, Jen-chien district.
3rd " Tachung—Wangtung, Chi District in Weihsiu.
4th " Changtun—Chichien.
5th " Kaotunchiao—Yiku-yi, Chuntetu.
6th " Tangyia-hsien—Weichaiyang, Wang yanghsien.
7th " Ershih-li-fu—Fung-to-chien. (Borders of Chihli.
8th " Tssu-cho—Luliichien, Changchichang, Kanchang.
9th " Huangliang-chun—Lulokuan, Yung-tien.
10th " Chaho, Shitai District.
11th " Lunyangsun, Neichip.
12th " Changtun, Po Hsiang.
13th " Kirchun—Chahotien, Chaiicho.
14th " Chaitienchang—Tachung.
15th " Yihotien—Pucha, Chengtingfu.
16th " By rail to Tingcho.
17th " By rail to Paoching.
18th " Chuachou to Peking.

As a stoppage of at least one night takes place after each stage, the exact date of arrival is uncertain. The Emperor will leave the train at Machiapu, where he will be met by the Foreign Ministers with whom he will shake hands. The Chinese high officials will meet him kneeling at the gate of the forbidden city. From Machiapu the Emperor will of course take a native conveyance, either car or chair as he could hardly be expected to use and recognise the hated extension which pierces the city walls and runs along the inner city wall to the Hatanan. The belief is quite prevalent in Peking that the Emperor and Court will get no further than Paoching, but wait there until the Manchurian question is settled. This is officially denied, however, on the ground that the Court would be no securer from foreign troops at Paoching than Peking.

Russia is reported to have given an arbitrary limit to the Chinese Ministers for the conclusion of the Manchurian affair, intimating that if they delay steps will be taken in which no chance of negotiation will be afforded them.

December 17th.
THE WEATHER.
The weather has turned sharp and cold again, and Sunday brought us our second fall of snow. Not a very heavy one, but it still lies everywhere, not having thawed.

THE RAIL.
There are some 30 steamers at the Bar now and it is hardly likely that they will all discharge their cargoes. It is very unusual for the port to be open within a week of Christmas. The customs staff has been established at Chingwanan and great is the talk of bringing the last cargo in that way. The price will, I should say, be prohibitive.

THE RAILWAY.
Within the past few days a quantity of rolling stock has been landed there for the Lu-Han railway, imported from Belgium, including some 100 freight and passenger cars, and ten engines of large size.

JUNG-LU.
Junglu is busily constructing a new house in Peking, wherein he hopes to spend many prosperous days no doubt. In the strength of the recent honours conferred on him we may expect double deeds from the ex-Boxer leader. The Americans had the credit of being the last of the foreign powers to vacate Chinese houses in Peking, but it appears the Japanese are really the last retainers, as some of them still occupy Prince Tuan's house, which they claim they have a right to hold on to on account of that worthy's share in the trouble. This is from Chinese sources, and may not be correct.

THE S. P. G.
Bishop Scott and Sister Jessie of the S. P. G. arrived here on Sunday and are right welcome. Sister Jessie it may be remembered had the honour of receiving her Red Cross for valuable services in Peking, direct from the King.

LATE NEWS.

[FROM INDIAN PAPERS.]

THE WAR IN SOUTH AFRICA.

LONDON, December 28th.
In order to prevent difficulties such as those experienced in Natal at the beginning of the campaign, it has been decided to make a complete military survey of all the principal colonies.
The Daily News states that the Government is engaged in another formal attempt to negotiate with the Boers through their leaders in South Africa.

A meeting of the general committee of the National Liberal Federation at Derby showed that neither uncompromising Pro-Boers, nor War Imperialists have a commanding influence.

THE SCANDAL AT THE DUTCH COURT.

CALCUTTA, December 6th.
An Englishman special cablegram from London says that the Queen, in view of the scandal at the Court of Queen Wilhelmina, the story of the duel is in well informed circles accepted as doubtful. It seems certain however that there has lately been considerable domestic unhappiness which is generally attributed to the Prince's inordinate love of hunting and his antipathy to the Dutch people, a feeling that is reciprocated by them, the Prince being much disliked, more particularly on account of his being an ex-Frussian officer. It is also stated that the Queen refused to pay the Prince's gaming debts. It is now reported, however, that a reconciliation has been effected between Queen Wilhelmina and the Prince, who yesterday drove out together.

VOLUNTEER FORCE FOR SOUTH AFRICA.

CALCUTTA, December 6th.
An Englishman special, dated London December 5th, says: With a view to providing reinforcements in South Africa the Government has decided to make a further enlistment of the services of Volunteers. A movement is on foot to raise a new force from the Volunteers who returned from the front a year ago; the force when raised will consist of about 5,000 men. It is considered that this reinforcement will set free a large number of efficient veterans who are now employed in guarding our communications.

GRANT TO LADY NURSES.

CALCUTTA, December 6th.
The Government of India have with the approval of the War Office sanctioned a grant to G. GIRAULT: NOVELTIES, BEAUTIFUL DOLLS, PLEASANT PARLOUR GAMES, OROQUET, &c., &c.

Lady Nurses employed with the China Field force of an extra allowance of 50 per cent on their pay, with effect from the date of their embarkation from India.

FAMINE RELIEF.

CALCUTTA, December 6th.
A substantial decrease of 9,115 is shown in the numbers in receipt of relief last week, compared with the figures for British provinces in the previous week, the whole of the decrease, with the exception of 17 in Madras, being from Bombay from native states. On the other hand increases are reported to the extent of 3,673, making a grand total still receiving relief in all India of 91,977 or 5,442 less than for the preceding week.

MISS HOBHOUSE SUES KITCHENER AND MILNER.

CALCUTTA, December 9th.
Miss Hobhouse, whom the authorities at Capetown declined to allow to land, and was compelled to remain on the hospital ship, is suing Lord Kitchener and Lord Milner for false imprisonment and assault.

THE DUTCH COURT SCANDAL.

CALCUTTA, December 9th.
The publication in the English press of Reuter's statements regarding the serious difference between Queen Wilhelmina and her husband has created great indignation in Holland. Categorical official denials have been made of all Reuter's statements. We are asked to believe there was no quarrel, insult or duel. The Dutch Court is furious and Pro-Boerism is rampant at The Hague.

THE N.W. FRONTIER.

ALLAHABAD, December 8th.
Advices from the Mahsud country state that General Denning, with two columns, advanced northwards from Jandola on the 4th and destroyed four towers, and several villages and granaries, meeting with slight opposition. Our casualties were one sowar, 1st Punjab Cavalry, and one sepoy, 1st Punjab Infantry, wounded. The 32nd Pioneers and 38th Dogras have moved from Dera Ismail Khan to Jandola.

CALCUTTA, December 7th.
On the 5th December a column under General Denning marched to Dwa Shinkai, four miles above Ahmadnagar, and destroyed seven villages, and seven towers. He met with opposition, a number of Mahsuds following up the column in the evening. The Mahsud casualties were heavy. Of General Denning's force ten men were killed, and 15 wounded, the latter including Capt. McVean, 45th Sikhs.

BRITISH IMPORTS.

LONDON, December 8th.
British imports for November show a decrease of £29,237,777 due to miscellaneous causes, and the exports a decrease of £1,882,213 owing to a decrease in the quantity and price of coal.

THE TRIPOLI RIOTS.

LONDON, December 8th.
Six Arabs and two Turkish soldiers were killed, and many wounded in the conflict between the troops and population near Tripoli, where a state of siege has been proclaimed.

NEW SOUTH WALES INDUSTRIAL ARBITRATION BILL.

LONDON, December 8th.
The Sydney Parliament has passed the Industrial Arbitration Bill, compelling the reference of labour disputes to special courts, and punishing with fine and imprisonment strikes and lockouts before or pending such reference.

THE MAHSDU EXPEDITION.

CALCUTTA, December 9th.
Particulars have now been received of Colonel Denning's operations in Waziristan during the last few days. On the 4th instant a force marched over 20 miles from Jandola to Dwa Shinkai, which is within 12 miles of Kanigaram. They camped at Dwa Shinkai for the night. The advance had been entirely unexpected but during the night the news spread rapidly that the Mahsuds began to collect on the morning of the 5th instant. The troops destroyed some villages and towers two miles above the camp, and were followed on their return by the Mahsuds who came to close quarters with the rear guard. On the 6th the troops halted at Guri Khel, where there was some sniping during the night. On the 7th the troops retired slowly to Marghaband destroying villages on the way; the Mahsuds following up as far as Kotshingwi, charging once to close quarters, and being repulsed with much loss. On the 8th part of the force returned direct to Jandola, the other part moving up Shaitak as far as Zerivan and destroying villages without opposition. The Mahsuds having disappeared the whole column had returned to Jandola by the afternoon.

THE GAZETTE.
LONDON, December 10th.
The following appear in to-day's Gazette:—Major Grierson, Royal Artillery, to be a Companion of the Bath; Major Gould Adams to be a Companion of St. Michael and St. George; Lieutenants Loch and Cowie, Royal Engineers, and Captain Holman, Lieutenants Stirling and Macpherson, I.S.C., Robert Williams I.M.S. to get the Distinguished Service Order.

The following officers are promoted:—Lieutenant Colonel Macdonald, Major Reany Talbot, Royal Engineers, Turner, Royal Artillery, Angelo and Phayre, Staff Corps, Captains Watson, West Ridings, Stewart, Hudson Low, Mocker and Ayle, Staff Corps, and Major Manifold, Medical Service, all for services in China.

THE CHINA VOLUNTEERING SCHEME.

CALCUTTA, December 11th.
An Englishman special telegram from London, dated December 11th, says:—Since my last wire developments have arisen, which are causing a scheme for raising 5,000 Volunteers in London for service at the front to be held in abeyance. The chief difficulty which is being experienced by the War Office authorities relates to the question of pay, recruits hanging back at the present rate offered. Unless this obstacle can be overcome, there is reason to fear that the project may collapse.

FATAL SHIKAR ACCIDENT.

CALCUTTA 11th December.
Captain S. D. B. Keichen, officiating Commandant, 1st Battalion Kurram Militia, was accidentally shot dead on Monday by his own shikari on the Safed Koh above Maulana. The body was brought in to Parachinar late the same evening.

G. GIRAULT: CRYSTALLIZED FRUITS, ROSE, MAROONS GLACES a most Splendid Assortment. 1972

Hotels.

THE CONNAUGHT HOUSE, QUEEN'S ROAD.

The most comfortable family Hotel in Hongkong.

EXCELLENT CUISINE, LOFTY ROOMS, CENTRALLY SITUATED, CIVILITY AND ATTENTION.

J. H. WAINWRIGHT, Manager. [1339c]

GO TO THE KOWLOON HOTEL, KOWLOON. J. H. DOWNS, Manager. J. W. OSBORNE, Proprietor.

THE BAY VIEW HOTEL. Very best brands of Wines, Beers and Spirits only kept. Private dinners, a specialty. Under entirely new management. J. LACOCK. 1075c

METROPOLE HOTEL. Convenient distance from town, delightful situation. BOARD AND RESIDENCE. 1073c

Intimations. NEW YORK LIFE INSURANCE CO. The Oldest and Largest International Life Insurance Company in the World.

Supervised by 82 Governments. Actual new-placed and paid for business for the year 1900 Dollars 232,388,255 Gold. The undersigned, having been appointed HONGKONG AGENT for this Company will be pleased to receive proposals for Insurance. A note or a Telephone Message from those wishing an "up-to-date" policy will receive immediate attention.

HECTOR W. SAMPSON, Hongkong Hotel. [1374c]

Hongkong, 17th December, 1901.

E. C. WILKS & Co., MARINE ENGINEERS, SHIP CONTRACTORS AND SURVEYORS.

Collisions and Damages Surveyed for Insurance Companies, Ships' Designs and Specifications Prepared. Office: 8, Queen's Road Central. Hongkong, 8th November, 1901. [1214c]

WING CHEONG. DEALERS IN JEWELLERY, PEARLS, DIAMONDS, JADESTONEWARE, CURIOS, SILKS, CARVED IVORYWARE, AND CRASSCLOTHS, AND GENERAL EXPORTERS.

No. 35, Queen's Road Central, Next Door Messrs. LANE, CRAWFORD & Co. Hongkong, 20th November, 1901. [1256c]

F. BLACKHEAD & CO., SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS, AND GENERAL COMMISSION AGENTS. PRAYA CENTRAL HONGKONG, SOAP MANUFACTURERS.

SOLE AGENTS FOR HARTMANN'S RAHTIEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLERS PATENT MOTOR LAUNCHES, &c., &c., &c.

FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c. EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK AT REASONABLE PRICES. HONGKONG, 14th May, 1900. [128c]

DROZ & Co., WATCH MANUFACTURERS, STEAM FACTORY ESTABLISHED 1864. ST. IMIER, SWITZERLAND.

SPECIALITIES: LEVER WATCHES & CHRONOMETERS. TRADE MARKS: MAXIM, BERNA, &c. REPAIRS OF WATCHES AND CLOCKS by competent European experts at Moderate Rates. No. 10, QUEEN'S ROAD CENTRAL. Hongkong, 15th May, 1901. [526c]

LEVY HERMANOS. DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.

EASTMAN'S KODAKS AND FILMS. Sole Agents for "OMEGA" WATCHES. "OMEGA" is the best "THREE YEARS" guarantee given to every purchaser. 40, QUEEN'S ROAD, Watson's Building.

NEW GOODS.

PLENTY IN HAND.

D. NOMA, No. 12, Beaconsfield Arcade, Opposite the City Hall. Hongkong, 30th April, 1900. [41c]

JAPANESE CURIOS.

Ships.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
IYO MARU	VICTORIA, B.C. and SEATTLE, U.S.A., VIA SHANGHAI, MOJI, KODE and YOKOHAMA.	MONDAY, 30th Dec., at 4 P.M.
HIROSHIMA MARU	KOBE (DIRECT)	TUESDAY, 31st Dec., at Noon.
KUMANO MARU	SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE.	THURSDAY, 2nd Jan., 1902, at 4 P.M.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA, Manager.

Hongkong, 21st December, 1901.

NORTHERN PACIFIC STEAMSHIP COMPANY.

PROPOSED SAILINGS FROM HONGKONG.

VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Steamers.	Captains.	Proposed Sailings.
Olympia	J. Truebridge	Jan. 11
Glenagie	W. Frakes	Feb. 7
Duke of Fife	J. S. Cox	Feb. 22
Tacoma	A. Dixon	Mar. 8

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES OF THE UNITED STATES and to EUROPE.

HONGKONG TO LONDON £52. Excellent accommodation. First-class Table. Doctor and STEWARDESS carried.

Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK £48.

The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from TACOMA. DINING CAR is attached to trans-continental trains day and night; TACOMA to New York in 41 days. Magnificent scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA, TACOMA £35.

The best route to the KLONDIKE GOLD FIELDS. Frequent sailings from VICTORIA, TACOMA to DYER and ST. MICHAEL. Rates of Passage to other Points on application.

Special rates allowed to members of Government Services. For further information as to Passage or Freight, apply to DODWELL & Co., LIMITED, General Agents. Hongkong, 27th December, 1901. [14c]

COMPAGNIE DES MESSAGERIES MARITIMES. PAQUEBOTS-POSTE FRANCAIS.

NOTICE. STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, BOMBAY, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, ALSO PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 30th December, 1901, at 1 P.M., the Company's Steamship "YARRA," Captain Negro with Mails, Passengers, Specie and Cargo, will leave this Port for MARSEILLES, via Bombay.

This Steamer connects at COLOMBO with the S.S. Polynésie, which vessel takes on her Passengers and Mails leaving that Port on the 11th January, Direct to Suet, Port Said and Marseilles.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

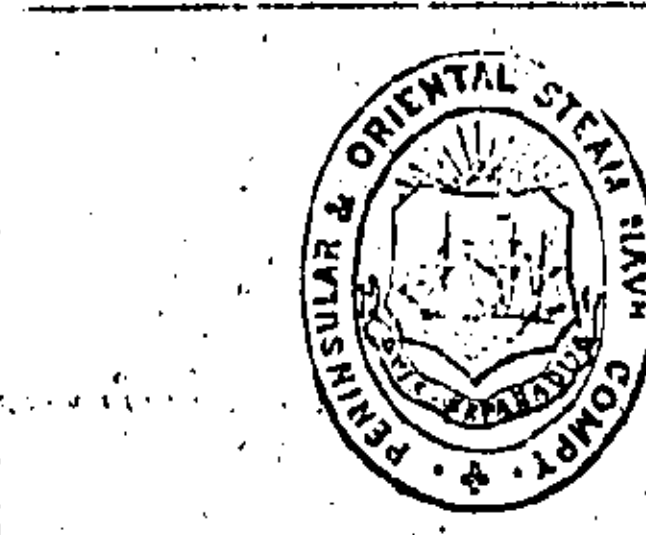
Shipping Orders will be granted till Noon, Cargo will be received on board until 4 P.M., Specie and Parcels until 3 P.M., on the 29th instant. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required. For further Particulars, apply at the Company's Office.

P. DE CHAMPMORIN, Acting Agent. Hongkong, 18th December, 1901. [1004c]

REGULAR STEAMSHIP SERVICE TO NEW YORK, VIA PORTS AND SUEZ CANAL.

PROPOSED SAILINGS FROM HONGKONG.

"ORONSAY" about 4th Jan.
"AFRIDI" 15th Jan.
"HILLGLEN" 20th Jan.
"LOWTHER CASTLE" 8th Feb.
For Freight and further information, apply to DODWELL & Co., LIMITED, Agents. Hongkong, 27th December, 1901. [1446c]



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR TRAIT, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON. Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS.

THE Steamship "VALETTA."

Captain A. G. Cubitt, R.N.R., carrying His Majesty's Mails, will be despatched from this Port BOMBAY, on SATURDAY, the 4th January, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay without Transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to E. A. HEWETT, Superintendent. Hongkong, 21st December, 1901. [1c]

To be Let.

TO LET. EUROPEAN HOUSES, Nos. 4, 5A, 7 and 8, WILD DELL, WANCHAI ROAD, Suitable for apartments or boarding houses. Apply to—SANG KEE, 72, Wing Lok Street. Hongkong, 27th December, 1901. [976c]

TO LET. FIVE ROOMED BUNGALOW, "RHEDA," BOHMAN ROAD. Beginning from 1st January, 1902. Apply to—LIAO TZE SAN, CHINA MERCHANTS STEAM NAVIGATION CO., 38, Des Voeux Road. Hongkong, 30th November, 1901. [1303c]

TO LET. HOUSES IN CLIFTON GARDENS, CONDUIT ROAD. GODOWNS at BLUE BUILDINGS. HOUSES at CAUSEWAY BAY, facing the Polo Ground. A HOUSE in RIFON TERRACE, "THE RETREAT," MOUNT KELLET. Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 28th November, 1901. [1209c]

TO LET. NO. 1, STEWART TERRACE.—THE PEAK. Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 31st July, 1901. [709c]

TO LET. NO. 2, ORMSBY TERRACE, from 7th February, 1902. Apply to—BUN HUNG, 85, Queen's Road Central. Hongkong, 10th December, 1901. [761c]

TO LET. GODOWN—No. 5A, DUDDELL STREET. Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 31st July, 1901. [822c]

JUST UNPACKED. BEST GERMAN SAUSAGES of a well known make, in small and large tins, of various kinds. Finest WESTPHALIAN HAMS. H. RUTTONJEE, 4, D'Aguiar Street and 39 & 40, Elgin Road, Kowloon. Hongkong, 15th July, 1901. [134c]

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

FOR	STEAMERS.	TO SAIL
AMOI, SAMARANG and SOERABAYA	"SHANTUNG"	29th instant.
MANILA, CEBU and ILOILO	"SUNGIANG"	30th instant.
SINGAPORE	"HANYANG"	30th instant.
SHANGHAI	"WUJONG"	2nd January.
Kobe and YOKOHAMA	"CHANGSHA"	12th January.
MANILA, DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE.	"CHINGTU"	16th January.

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

OCEAN STEAMSHIP COMPANY.

OUTWARDS.

FROM	STEAMERS.	DUE.
GLASGOW and LIVERPOOL	"MEMNON"	3rd January, 1902.
"	"IDOMENEUS"	8th " "
"	"TANTALUS"	18th " "
"	"AJAX"	22nd " "
"	"PYRRHUS"	31st " "

HOMEWARDS.

FOR LONDON.

"DEUCALION"	7th Jan., 1902.
"PELEUS"	21st " "
"STENTOR"	4th Feb. " "
"IDOMENEUS"	18th " "
"AJAX"	4th March, " "

FOR LIVERPOOL (DIRECT), (Taking Cargo at LONDON RATES).

"PATROCLUS"	20th Jan., 1902.
"TANTALUS"	15th Feb., 1902.

For Freight, apply to

BUTTERFIELD & SWIRE, Agents, O. S. S. Co.

PORTLAND & ASIATIC STEAMSHIP CO.

Agents for and in connection with
THE OREGON RAILROAD AND NAVIGATION COMPANY,
Operating the New First-class Steamships
"INDRAVELLI," "INDRAPURA,"
and
"KNIGHT COMPANION,"
between

HONGKONG AND PORTLAND (OR.)

Calling at SHANGHAI, NAGASAKI, MOJI, KOBE, and YOKOHAMA.

THE Steamship "INDRAPURA," will be despatched for PORTLAND (OR.) on or about the 14th January, 1902.
Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports.

For Freight, apply to

THE PORTLAND AND ASIATIC STEAMSHIP CO. (1266c)

OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS—SUBJECT TO ALTERATIONS.

Destinations.	Steamers.	Captains.	Sailing Dates.
FOR TAMSUI*.....	"DAIGI MARU"	T. Kitano	SUNDAY, 29th December.
FOR FOCHOW*.....	"ANPING MARU"	K. Sudzuki	THURSDAY, 2nd January.
FOR TAMSUI*.....	"DAIJIN MARU"	T. Ogata	SUNDAY, 5th January.
FOR ANPING*.....	"MAIDZURU MARU"	T. Saito	WEDNESDAY, 8th January.

* Via SWATOW and AMOY.

The Company's new steamers are specially designed for the coast trade of South China and Formosa and are fitted with all modern improvements. Excellent accommodation is provided for 1st class passengers and a duly qualified doctor is carried.
All steamers carry the Imperial Japanese Mails, subject to periodical inspection by the Government Marine Surveyors, and are registered in the highest class at Lloyd's.
Steamers will go alongside the Co's Pontoons at the Customs' water-front premises at Tamsui to land all passengers and cargo.

OSAKA SHOSEN KAISHA.

For Freight, Passage and further information, apply to
THE MITSUI BUSSAN KAISHA, Agents. (1379c)

TOYO KISEN KAISHA.
(ORIENTAL S.S. Co.)

REGULAR SERVICE BETWEEN HONGKONG AND MANILA
IN 48 HOURS.

THE Company's well-known Steamship

"ROSETTA MARU,"

3,876 Ton Gross.

Captain Tate, having been placed on the above service, will be despatched hence for MANILA, on or about SATURDAY, the 4th January, 1902, at Noon.

Magnificent accommodation. Comfortable cabins. Excellent table. Unrivalled speed. Electric light.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA, Agents.

No. 6, Ice House Street and Corner of Des Vaux Road, 1st floor.
Hongkong, 24th December, 1901. (1380c)

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR
SINGAPORE, PENANG, RANGOON, COLOMBO, ADEN, SUEZ, PORT SAID, FUME and TRIESTE.
(Taking Cargo at through rates to the BRAZILS, to SOUTH AFRICA, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS).

THE Company's Steamship

"MARIA VALERIE,"

Captain Bellen, will be despatched as above on WEDNESDAY, the 15th January, P.M.

The steamer has capital accommodation for passengers. Electric light. A doctor is carried.

For information as to Passage and Freight, apply to

SANDER WIELER & Co., Agents.

Hongkong, 23rd December, 1901. (1317c)

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"LAISANG,"

Captain Payne, will be despatched as above on TUESDAY, the 31st instant, at Noon.

For Freight or Passage, apply to
JARDINE, MATHESON & Co., General Managers.

Hongkong, 24th December, 1901. (1406c)

SHEWAN, TOMES & CO'S "NEW YORK" LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"ASAMA,"

Captain Bement, will be despatched for the above Port, on or about the 31st instant.

For Freight, apply to
SHEWAN, TOMES & Co., Agents.

Hongkong, 21st December, 1901. (1019c)

Shipping.

STEAMERS.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.
THE Company's Steamship

"CALEDONNIEN,"

Captain Blanc, will be despatched for the above Ports, on or about TUESDAY, the 31st instant.

For Freight or Passage, apply to
P. DE CHAMPMORIN, Acting Agent.

Hongkong, 24th December, 1901. (1004c)

IMPERIAL GERMAN MAIL LINE.

STEAM FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

THE Imperial German Mail Steamship

"PRINZ HEINRICH,"

of the NORDDEUTSCHER LLOYD.

Captain R. Heintze, due here with the outward German Mail about the 30th instant, will leave for the above Places about 24 hours after arrival.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to
MELCHERS & CO., Agents.

Hongkong, 26th December, 1901. (122c)

"GLEN" LINE OF STEAMSHIPS.

FOR LONDON VIA SUEZ CANAL.

THE Steamship

"GLENFARG,"

Captain Donaldson, will be despatched as above on THURSDAY, the 2nd January, at Noon.

For Freight or Passage, apply to
MCCRECKEN BROS. & GOW, Agents.

Hongkong, 23rd December, 1901. (1400c)

NIPPON YUSEN KAISHA.

FOR MANILA.

THE Company's Screw Steamship

"KUMANO MARU,"

(4,700 Tons Gross, Captain E. W. Haswell), will be despatched for the above Port, on THURSDAY, the 2nd January, at 4 P.M.

This New Mail Steamship is specially constructed for service in the Tropics, and is provided with superior accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Electric Light and Refrigerator. Doctor and Stewardess carried.

For Freight or Passage, apply to
A. S. MIHARA, Manager.

Hongkong, 23rd December, 1901. (1401c)

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at PORT DARWIN & QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"AIRLIE,"

Captain St. John George, will be despatched as above on THURSDAY, the 9th January, 1902, at NOON.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric-light.

A Stewardess and a duly-qualified Surgeon are carried.

W.B.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co., Agents.

Hongkong, 16th December, 1901. (1363c)

Insurances.

"L'UNION"

FIRE INSURANCE COMPANY, LD.

(Established 1828).

THE Undersigned, having been appointed GENERAL AGENT for the above Company, is prepared to ACCEPT RISKS at current rates.

Claims settled direct without reference to the Head Office.

A. R. MARTY, Agent.

Hongkong, 5th July, 1901. (712c)

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSEN & Co.

Hongkong, 28th May, 1895. (130c)

For Sale.

FOR SALE, CHEAP.

A COTTAGE PIANO by BORD, of PARIS, Three years old, in Excellent Condition.

For Price, &c., apply to
THE ROBINSON PIANO CO.

Hongkong, 27th May, 1901. (565c)

FOR SALE.

SEVERAL MODERN BOOKS on Engineering Subjects.

For List, apply

"STEAM,"

C/o The Hongkong Telegraph.

Hongkong, 10th August, 1901.

Consignees.

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES OF CARGO per Steamship.

"CHINA."

The above Steamship having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

GEORGE ECKLEY, Acting Agent.

Hongkong, 23rd December, 1901. (1c)

Entertainments.

BOXING.

CITY HALL, Jan. 1st, 1902.

A. MONK, R.W.F. and G. LENNARD, R.M.A., H.M.S. *Wivern*, will box the best of 20. Three-minute rounds with 4 oz. gloves for \$250 a side and a purse of \$400, under the Marquis of Queensbury rules, for the Heavy-weight Championship of the Colony (the previous holder, Con. Sheehan having left the Colony) both men are well known.

Also a 6 round Contest between A. SMART and J. DEEGAN, R.W.F.

J. WILLIAMS, and S. BENTLEY, (Coloured), (10 St. Champion).

will box a 4 round trial boat and other events.

Popular Prices—\$3, \$2 & \$1.

Tickets may be obtained at the Victoria and Kowloon Hotels.

Doors open at 8. Commence at 8.30.

H. MARTIN, Manager.

Hongkong, 21st December, 1901. (1397c)

HONGKONG BENEVOLENT SOCIETY.

A SUBSCRIPTION DANCE in aid of the above SOCIETY will be held in the CITY HALL, on JANUARY, 24TH, 1902, at 9.30 P.M.

TICKETS\$5 each.

Tickets may be had from Mrs. FORDES, East Point, or from Members of the Committee of the Society.

Hongkong, 19th December, 1901.

Entertainments.

ASK

H. RUTTONJEE

FOR

FRENCH SWEETS and CRYSTALLIZED MIXED FRUITS from a well known French maker, which are sold at moderate prices—

ALMOND FLOTS, ROSE BURNT ALMONDS, MARZILAN ALMONDS, RASPBERRY GUM

DROPS, CRYSTALLIZED MIXED FRUITS in Fancy Boxes.

H. RUTTONJEE,

No. 5, D'Aguiar Street,

and

No. 39, and 40, Elgin Road, Kowloon.

Hongkong, 28th November, 1901. (1145c)

ST. JOSEPH'S COLLEGE, HONGKONG.

OWING to the insufficiency of accommodation in the present building and the increasing demand for admission, it has been found necessary to extend the wings of the main building and to enlarge the Chinese department by an additional storey with two wings.

The estimated cost will amount to over \$15,000. To cover these expenses we appeal to the liberality of all friends of Education.

The establishment has been in existence for the last 25 years and is open to all classes. Much of the clerical work of the city is carried on by its past pupils.

As this is the first time we have applied for assistance we expect a generous response. The names of our most liberal Benefactors will be inscribed upon marble tablets, as a lasting testimony of their generosity.

THE CHRISTIAN BROTHERS.

Hongkong, 22nd November, 1901.

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

J. EYES FLUID

AVOID ALL RISK OF OUTBREAK BY ITS USE.

W. G. HUMPHREYS & Co., Bank Buildings.

Hongkong, 6th March, 1897. (17c)

CLARKE'S B 41 PILLS are warranted to cure, in either sex, all acquired or constitutional Discharges from the Urinary Organs, Gravel, and Pains in the Back. Free from Mercury. Established upwards of 30 years.

In boxes, 4s. 6d. each, of all Chemists and Patent Medicine Vendors throughout the World. Proprietors: The Lincoln and Midland Counties Drug Company, Lincoln, England.

(134c)

KANANGA

OF JAPAN

(REGISTERED)

RIGAUD and Co

PARIS

Kananga Water, the most delightful Toilet Water, it renders the skin firm, relieves mosquito bites and imparts a delicate fragrance and feeling of comfort and freshness.

New Sensations in Perfumery

RIGAUD'S KANANGA EXTRACT

RIGAUD'S WHITE ROSE

RIGAUD'S MELATI EXTRACT

RIGAUD'S IKORA D'AFRIQUE EXTRACT

RIGAUD'S LILY OF THE VALLEY EXTRACT

RIGAUD'S YLANGYLANG EXTRACT

RIGAUD'S BANTAM EXTRACT

RIGAUD'S JASMINE or Chamale EXTRACT

8, RUE VIVIENNE, 8, PARIS

NOTICE.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAIN, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessel during her stay in Hongkong Harbour.

CLARET BURLIN, British ship, Jeffrey—Order.

HELEN B. WYMAN, American ship, Vanhook.

—Arnold, Karberg & Co.

Entertainments.

C. E. WARREN.

BUILDING CONTRACTOR,

WYNDHAM STREET (Opposite to the CLUB GERMANIA).

SANITARY APPLIANCES SUPPLIED and FIXED, DRAINS, TRAPS, WASTE PIPES, &c., CLEANSED and REPAIRED. Sanitary Board Notices receive prompt attention. Agent for MOSAICTILES. Price on Application. (158c)

Sabang-Bay Harbour and Coal Co., Limited.

Pulo Weh, North Sumatra.

Cable Address:—"HARCOAL, SABANG."

THIS Company supply best Welsh, Bengal, and Umbilien Coals at current rates.

Ships can moor at the wharves immediately after having entered the harbour, and coaling commences without delay at the rate of 60 tons per hour; timely notice being given, the rate of coaling may be increased to 80 tons per hour.

Depth of water at the wharves 30 feet at low spring-tide.

Excellent pure spring-water can be supplied at current prices.

Vessels calling at Sabang are exempt from harbour dues and pilotage, and when calling for the purpose of coaling on'y and taking in water, stores

HOF SANG, British steamer, 1,359, H. Roope,

HOE SANG, British steamer, 1,359, H. Rooper,
27th Dec.,—Mojri 18th Dec., General.—
Jardine, Matheson & Co.
INDRAVELLI, British steamer, 3,152, N. C.
R.N.R. 16th Dec.,—Portland, Or.
6th Nov., General.—Mr. Allan Cameron.
IYO MARU, Japanese steamer, 3,078, Parsons,
15th Dec.,—Mojri 11th Dec., General and
Coal.—Nippon Yusen Kaisha.
KANSU, British steamer, 1,242, Baddeley, 23rd
Dec.,—Canton 22nd Dec., General.—But-
terfield & Swire.
KASHING, British steamer, 1,136, R. Sandersons,
25th Dec.,—Chinking 20th Dec., General.—
Butterfield & Swire.
KEONGWAI, German steamer, 1,115, A. von
Riegen, 23rd Dec.,—Ang Hin 15th Dec.,
General.—Melcher & Co.
KONG KONG, German steamer, 862, Möller
mann, 28th Dec.,—Bangkok 20th Dec.,
Rice.—Butterfield & Swire.
KVÆRVE, Norwegian str., 1,754, J. Kanitky
24th Dec.,—Mojri 18th Dec., Coals.—But-
terfield & Swire.
LAI SANG, British steamer, 2,225, G. Payne,
23rd Dec.,—Calcutta 6th Dec., and Singa-
pore 17th, General and Opium.—Jardine
Matheson & Co.
MARIE JERSEN, German steamer, 1,771, L.
Hemmet, 19th Dec.,—Bangkok 1st Dec.,
Rice.—Kong Fat.
MAUSANG, British steamer, 1,644, W. I.
Welsh, 17th Dec.,—Sandakan 11th Dec.,
Timber and General.—Jardine, Matheson
& Co.
OLYMPIA, American steamer, 1,791, John
Truebridge, 14th Dec.,—Tacoma via Japan
11th Dec., General.—Dodwell & Co., Ltd.
PERLA, British steamer, 1,286, G. Blaxland,
12th Dec.,—Hoilo 7th Dec., Sugar.—
Shewan, Tomes & Co.
PETRARCH, German steamer, 1,252, H. Uecker,
20th Dec.,—Labuan 12th Dec., Sugar.—
Sander, Wieler & Co.
POLAMHALL, British steamer, 2,596, T. V.
Hoppel, 22nd Dec.,—New York 19th Dec.,
Cases Oil.—Standard Oil Co.
ROBERT DICKINSON, British steamer, 1,331,
McDonnell, 17th Dec.,—Singapore &
Dec., Kerosine.—Arnold, Karberg & Co.
SALAMANCA, British steamer, 883, J. H. And-
son, 16th Dec.,—Mojri 9th Dec., Coal.—
Bradley & Co.
SATURN, American transport, 1,617, Frank
Foso, 14th Nov.,—Shanghai 11th Nov.
SKULD, Norwegian steamer, 914, Berbour,
1 Dec.,—Bangkok 15th Nov., Rice.—Mat-
son.
STENTOR, British steamer, 4,308, C. Jackson,
25th Dec.,—Liverpool 15th Nov., &
Singapore 20th Dec., General.—Butter-
field & Swire.

SUNGRIANG, British steamer, 1,021, J. Moore, 24th Dec.,—Manila 21st Dec. General.—Butterfield & Swire.

SUNGKIAN, British steamer, 1,021½, J. S. Moore, 24th Dec.,—Manila 21st Dec. General,—Butterfield & Swire.

TELEMACHUS, British steamer, 1,340½, J. Williams, 20th Dec.,—Saigon 14th Dec. Rice-Meal,—Nam Wo Co.

THEA, German steamer, 934, H. Oberherich, 24th Dec.,—Haiphong 24th Dec., General,—Johsen & Co.

Sailing Vessels.

DIRIGO, American ship, 2,845, Geo. W. G. Winslow, 6th Dec.,—New York 30th Jan. Kerosine Oil,—Master.

FRED. P. LITCHFIELD, American bark, 1,100, Allen Fulton, 12th Dec.,—Fremantle 15th Sept. Sandalwood,—Order.

HERZOG JOHANN ALBRECHT, German schooner, 701, Andersen, 10th Oct.—Manila 6th Oct., General.—Master.

J. B. WALKER, American bark, 875, J. B. Walker, 24th Dec.,—Manila 14th November, Sailmaker.—Standard Oil Co.

LUCIA, British ship, 640, Andersen, and 24th Dec. 6th Oct. Timber.—Master.

MOBILE BAY, British bark, 1,117, James
Boyu, 12th Dec.—Hongay 17th

MOBILE BAY, British bark, 1,117, James
Boyu, 12th Dec.,—Hongay 17th M
Coals.—Jardine, Matheson & Co.
OSBERGA, British bark, 960, Densmore,
Nov.,—Manila 1st Nov., Ballast.—Oro
SEA WITCH, American ship, 1,172, Howes,
Feb.,—Manila 18th Feb., Ballast.—Mo
VALE OF DOON, British bark, 669, J. Pete
16th Dec.,—Rejang 18th Nov., Timb
Sander, Wieler & Co.
WEST YORK, British bark, 706, W. S. Fo

HIS BRITANNIC MAJESTY'S SHIP

**HIS BRITANNIC MAJESTY'S SHIP
ON THE CHINA STATION.**

Hongkong, December 28th, 1900

Alacrity, despatch-vessel, 1,700 tons, 10
5,000 i.h.p., Capt. Cradock, Hongkong

i.h.p., 16 guns, Capt. W. W. Hooper,
Japan.

i.h.p., 16 guns, Capt. W. W. Ho Japan.
Algerine, screw, 1,050 tons, 6 guns, 1,100 Comdr. W. Carey, Shanghai.
Arcturion, 2nd-class cruiser, 4,300 tons, 10 5,000 i.h.p., Capt. J. Startin, Shanghai.
Argonaut, 1st-class cruiser, 11,000 tons, 12 i.h.p., 16 guns, Capt. G. H. Cherry, Japan.
Astrak, 2nd-class cruiser, 4,300 tons, i.h.p., 10 guns, Capt. C. J. Baker, S. hal.
Aurora, 1st-class cruiser, 5,500 tons, 8,500 12 guns, Capt. E. H. Bayly, C.B., kong.
Blenheim, 1st-class cruiser, 9,000 tons, 12 21,411 i.h.p., Capt. F. H. Henderson, and Hongkong.
Bramble, 1st-class gunboat, 710 tons, i.h.p., 6 guns, Lieut. and Comdr. Lenke, Canton.
Brisol, 1st-class cruiser, 1,700 tons, 6 500 i.h.p., Commander Sir B. Wrey, Batt, Singapore.
Britannia, 1st-class gunboat, 710 tons, i.h.p., 6 guns, Lieut.-Comdr. E. A. Hongkong.
Cressy, 1st-class battleship, 12,000 tons Tudor, Mrs Bay.
Daphne, sloop, 1,140 tons, 8 guns, 2,000 Capt. Wm. C. Fakenham, Hongkong.
Edith, 1st-class cruiser, 5,600 tons, 11 8,000 i.h.p., Capt. Stiles, Amoy.
Empress, 1st-class cruiser, 7,350 tons, i.h.p., 12 guns, Capt. A. W. Page, Hongkong.
Erik, coast defence gunboat, 363 tons, 200 i.h.p., Lieut.-Comdr. F. Blunt, kiang.
Fame, twin screw, torpedo-boat destroyer 10 tons, 6 guns, 5,400 i.h.p., in reserve.
Firebrand, 3rd-class gunboat, 455 tons, 360 i.h.p., Lt. and Beaty Fownall, kong.
Glory, 1st-class flagship, 12,500 tons, 13 3,500 i.h.p., Capt. A. Carter, Hong.
Goliath, 1st-class battleship, 12,950 tons, 13,500 i.h.p., Capt. L. Wintz, Hong.
Haris, twin screw, torpedo-boat destroyer 6 tons, 6 guns, 4,000 i.h.p., in reserve.
Handy, twin screw, torpedo-boat destroyer 6 tons, 6 guns, 4,000 i.h.p., Lieut. and C. G. Hardy.
Humber, storeship, 1,640 tons, 800 i.h.p. H. J. Davison, Hongkong.
Janus, torpedo-boat destroyer, 380 tons 3,900 i.h.p., in reserve.
Orion, 1st-class battleship, 12,550 tons, i.h.p., 16 guns, Capt. Arthur, J. F. Hongkong, Japan.

gun, 220 h.p., 16 knots.
Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Russian torpedo boat, 350 tons. Captain Smirnov, at Shanghai.
Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Russian torpedo boat, 87 tons, 4 guns, 270 h.p., 10 knots.
Russian torpedo boat, 400, Capt. A. Giers, at Shanghai.
Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Russian torpedo boat, 140 tons, 1 gun, 1,800 h.p., 22 knots.

RUSSIAN TORPEDO FLOTILLA.
(SEA GOING.)
Dora, 1st class, Russian torpedo boat, 81 tons, 3 guns, 2 torp tubes, 1,100 h.p., speed 12 knots.
Revel, 1st class, Russian torpedo boat, 66 tons, 3 guns, 2 torp tubes, 280 h.p., speed 12 knots.
Usur, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.
Flagship of Vice-Admiral Alexieff.
Flagship of Rear-Admiral F. V. Dubossioff.
Flagship of Rear-Admiral Recounoff.

THE GERMAN SQUADRON.
Bismarck, German cruiser, 1,830 tons, 8 guns, Comdr. von Basewitz, at Hongkong.
* First, *Blombarck*, German flagship, 11,000 tons, 36 guns, Capt. Graf Lotlke, at Taku.
Gefsen, German cruiser, 4,109 tons, 10 guns, 9,000 h.p., Capt. Rollmann, at Amoy.
Geir, German cruiser, 1,560 tons, 8 guns, Capt. Baer, at Shanghai.
*** *Hansa*, German cruiser, 6,800 tons, 30 guns, German despatch-vessel, 2,000 tons, 12 Capt. Rainpold, at Woosung.
Hertha, German cruiser, 5,600 tons, 30 guns, Capt. Derewsky, at Hongkong.
Iliss, German gunboat, 900 tons, 10 guns, Lieut.-Comdr. Stahmer, at Hongkong.
Irene, German cruiser, 4,200 tons, 8 guns, 9,390 h.p., Capt. Stein, at Nagasaki.
Jagi ar, German gunboat, 1,000 tons, 10 guns, Capt. Berger, at Foochow.
Kaiserin Augusta, German cruiser, 6,331 tons, 20 guns, 14,000 h.p., Capt. Stein, at Amoy.
** *Kurfurst Friedrich Wilhelm*, German battleship, 16,700 tons, 40 guns, Capt. von Holtenhoff, at Woosung.
Luchs, German gunboat, 850 tons, 10 guns, Lieut. Dachshardt, at Shanghai.
Seeadler, German cruiser, 11,210 tons, 8 guns,

Comdr. Boerner, at Hankow.
Smaller German cruiser, 1,600 tons, 8 guns,

Comdr. Horner, at Hankow.
Seeadler, German cruiser, 4,000 tons, 8 guns,
Comdr. Schack, at Amoy.
Tiger, German gunboat, 956 tons, 10 guns,
Comdr. von Mittelstadt, at Hongkong.
Weissenburg, German battleship, 10,000 tons,
40 guns, Capt. Hofmeier, at Amoy.
Warth, German battleship, 10,000 tons, 40
guns, Capt. Borkenhausen, at Taku.
K. F. Wilhelm, German battleship, at Naga-
saki.
No. 90, German torpedo-boat, 320 tons, Capt.
Hofmeier, at Shanghai.
No. 91, German torpedo-boat, 360 tons, Capt.
Lieut. Pullen, at Shanghai.
No. 92, German torpedo-boat, 320 tons, Capt.
Stuebel, at Shanghai.
 * Flagship of His Excellency Vice-Admiral
 Ben-Flamm.
 ** Flagship of Rear-Admiral Geissler.
 *** Flagship, Rear-Admiral Kirchhoff.

THE FRENCH SQUADRON.
Alouette, gunboat, 200 tons, Lieut.-Comdr.
 Belloy, at Nagasaki.
Amiral Charner, 2nd-class cruiser, 4,800 tons,

THE FRENCH SQUADRON.

Alouette, gunboat, 200 tons, Lieut.-Comdr.
Belloy, at Nagasaki.

Amiral Charner, 2nd-class cruiser, 4,800 tons,
Capt. Bâthme, Saigon.

Benpail, 2nd class dispatch-boat, Lt.-Comdr.
De La Croix de Castries, at Nagasaki.

Bugard, 2nd-class cruiser, 4,000 tons, 19 guns,
1000 i.h.p., Capt. Delfevre, at Shanghai.

Chaloupe Loubat, 2nd-class cruiser, 4,000
tons, 9,000 i.h.p., 18 guns, Capt. Espinay St.
Luc, at Hongkong.

Comète, gunboat, 600 tons, Capt. Loliet, at
Canton.

Decadi, gunboat, 640 tons, Capt. Leameaty, at
Pakhoi.

* *D'Entrecasteaux*, 1st class cruiser, 9,000
tons, 26 guns, 13,500 i.h.p., Capt. D. du
Fournet, at Hongkong.

Des Isles, 2nd class protected cruiser, 4,000
tons, 36 guns 631 i.h.p., Capt. L. de Saune

Eure, Dispatch-transport, Captain Vallée, at
Saigon.

at Saigon.
Eure, Dispatch-transport, Captain Vallée, a
Frantz, 3rd class cruiser, 3,900 tons, Cap
 Adam, at Haiphong;
Jean Bart, 1st class cruiser, 3,500 tons, 10 guns
 5.000 i.h.p., Capt. Aubin, at Taku.
Kerajan, 3rd class cruiser, 1,300 tons, 1
 ff. guns, 2,200 i.h.p., Capt. de la Motte d
 Portail, at Saigon.
Lion, gunboat, 500 tons, 8 guns, 370 h.p., Cap
 Frost, at Taku.
Parseval, 1st class protected cruiser, 4,000 tons
 is, at guns, 9,000 i.h.p., Capt. M. Met
 in Shanghai.
Siya, 3rd-class cruiser, 1,800 tons, Capt. Vi
 at Hongkong.
Suryata, gunboat, 700 tons, 10 guns, 800 i.h.p.
 at Capt. Morlet, at Shanghai.
Ville d'Alger, monitor, 944 tons, Captain
 at Djemassar, at Hongkong.
Viper, gunboat, 400 tons, Captain G. d
 at Villeueuve, at Foochow.
 at V. l'agship of Vice-Admiral Courjolles.

THE AMERICAN SQUADRON.
Albatross, U.S. cruiser, 3,500 tons, Comdr. J. I
 at Cebu, at Manila.
Bensington, U.S. gunboat, 1,710 tons, 6 guns
 3,436 h.p., Comdr. C. H. Arnold, at Hong
 at
Brooklyn, Flagship, U.S. cruiser, 9,215 tons
 at Capt. C. M. Thomas, at Shanghai.
Calliope, U.S. gunboat, 137 tons, 1 gun, 55 h
 at Lieut.-Com. G. B. Bradshaw, at Manila.
Cassini, U.S. gunboat, 1,330 tons, 8 guns, 2,1
 at h.p., Comdr. S. W. Verry, at Shanghai.
Celcius, U.S. supply ship, 6,428 tons, 1,890 h
 at Comdr. C. C. Foran, at Manila.
Concord, U.S. gunboat, 1,700 tons, 6 guns, 3,4
 at 500 h.p., Comdr. H. G. D. Colby, at Manila.
Cuicopa, U.S. supply ship, 4,700 tons, 2,350 h
 at Comdr. J. W. Carlin, at Manila.
Doh Juan de Austria, U.S. gunboat, 1,2
 at tons, Capt. Bowman, at Hongkong.
Gladiator, U.S. supply ship, Lieut.-Comdr
 at Mertz, at Manila.
Helena, U.S. gunboat, 1,397 tons, 6 guns, 1,9
 at h.p., Comdr. E. K. Moore, at Manila.
Iris, U.S. distilling ship, 1,750 tons, 1,300 h
 at Capt. J. J. Meaney, at Manila.
Isla de Luzon, U.S. gunboat, 1,330, Comdr.
 at V. B. Bleeker, at Manila.
Kentucky, U.S. battleship, 11,500 tons, Cap
 at C. H. Stockton, at Amoy.
Manila, U.S. gunboat, 1,057 tons, 2 guns, 7
 at h.p., Lieut.-Comdr. A. P. Nappé, at Mani
Marietta, U.S. gunboat, 1,000 tons, 1,500 i.h
 at 12 guns, Comdr. E. H. Ghent, at Canton.
Moradnoch, U.S. 6-inch turret monitor, 4,0
 at tons, 2,000 h.p., Comdr. A.
 at Sperry, at Canton.
Monocacy, U.S. gunboat, 1,370 tons, 6 gu
 at 850 h.p., Comd. G. A. Bicknell, at Taku.
Monterey, U.S. double-turret monitor, 4,0
 at tons, 4 guns, 3,544 h.p., Comdr. G.
 at Pigman, at Shanghai.
Nashville, U.S. cruiser, Comdr. B. P. Roge
 at at Nagasaki.

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HONGKONG.

ABLE ADDRESS,—*Telegraph*, Hongkong.

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Also widely circulated in Japan, Cochinchina, Ceylon, India, and the Far East generally.

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 proportional, viz:—
DAILY—\$7.50 per quarter; \$2.50 per men-
 sem.
WEEKLY—\$3.25 per quarter; \$1.08 per

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WEEKLY—\$3.75 per quarter; \$9.00 per annum.

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9 ".....	10. "
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CONTRACT ADVERTISEMENTS.

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